

NAVY TRAINING SYSTEM PLAN

FOR THE

C-40A AIRCRAFT

N78-NTSP-A-50-9901/P

SEPTEMBER 2001

C-40A AIRCRAFT

EXECUTIVE SUMMARY

The C-40A Clipper will be a modified Boeing 737-700C Aircraft. The C-40A will fulfill U. S. Navy fleet essential airlift requirements by providing medium lift, intra-theater transportation of passengers, cargo, or a combination of both. The C-40A is being procured as a replacement for the Naval Reserve's C-9B and DC-9 Logistics Aircraft. Currently, six C-40As are under contract with deliveries beginning in FY01. One more additional aircraft was included in the FY01 budget across the Future Years Defense Plan. Additional aircraft are expected in the Program Objectives Memorandum (POM) FY02 budget. The first squadron to transition to the C-40A will be Fleet Logistics Support Squadron (VR)-59, located at Joint Reserve Base Fort Worth, Texas, and the second will be VR-58, located at Naval Air Station Jacksonville, Florida. The program is currently in Acquisition Phase II (Engineering and Manufacturing Development) of the Weapon System Acquisition Process. Initial Operational Capability (IOC) is anticipated upon delivery of the first aircraft in April 2001.

The C-40A maintenance concept will be the same as the current maintenance concept for C-9B and DC-9 Aircraft. VRs and Marine Transport Squadron One (VMR-1) will perform organizational level maintenance in support of their own aircraft. Depot level maintenance will be performed by contracted maintenance support. No intermediate level maintenance will be established.

Manpower requirements for the C-40A are expected to be approximately the same as its predecessors, the C-9B and DC-9, with minimal changes. The C-40A will be supported by Navy Training and Administration of Reserves (TAR) personnel and augmented by Selected Reserve (SELRES) personnel.

Active duty personnel currently support VMR-1. The Table of Organization for VMR-1 will be updated to support the C-40A prior to delivery to the Marine Corps. Minimal changes are expected to manpower requirements. Since a delivery schedule has not been determined beyond the first four aircraft to the Navy, VMR-1 billets have not been depicted in Part II, but will be included in updates to this Navy Training System Plan (NTSP).

Commercial contractors will conduct Pilot and enlisted Aircrew training. Commercial contractors will also provide initial organizational maintenance training for TAR personnel. All follow-on training for Navy Enlisted Classification (NEC) attainment (TAR and SELRES) will be contractor conducted formal training per the Maintenance Training Requirements Review (MTRR) of March 1999 and August 2000. Computer-Based Training (CBT) will be used for refresher training. This information will be further detailed in revisions to this NTSP as it becomes available.

C-40A AIRCRAFT

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LIST OF ACRONYMS

A&P	Airframes and Powerplants
ABE	Aviation Boatswain's Mate (Launching and Recovering Equipment)
ABF	Aviation Boatswain's Mate (Fuels)
ABH	Aviation Boatswain's Mate (Aircraft Handling)
ACT	Aircrew Coordination Training
AD	Aviation Machinist's Mate
AE	Aviation Electrician's Mate
AK	Aviation Storekeeper
ALSP	Acquisition Logistics Support Plan
AM	Aviation Structural Mechanic (Structures & Hydraulics)
AMD	Activity Manpower Document
AME	Aviation Structural Mechanic (Safety Equipment)
AMTCS	Aviation Maintenance Training Continuum System
AO	Aviation Ordnanceman
AT	Aviation Electronics Technician
ATP	Aircraft Type Rating
ATRR	Aircrew Training Requirements Review
AZ	Aviation Maintenance Administrationman
BBJ	Boeing Business Jet
CACT	Command Aircraft Crew Training
CBT	Computer-Based Training
CIN	Course Identification Number
CLF	Contractor Logistics Facility
CNO	Chief of Naval Operations
COMFLELOGSUPPWING	Commander, Fleet Logistics Support Wing
COMNAVAIRESFOR	Commander, Naval Air Reserve Force
FAA	Federal Aviation Administration
FSBTI	Flight Safety Boeing Training International
FY	Fiscal Year
JRB	Joint Reserve Base
MS	Mess Management Specialist
MTRR	Maintenance Training Requirements Review

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LIST OF ACRONYMS

NA	Not Applicable
NAVAIRSYSCOM	Naval Air Systems Command
NAVPERSCOM	Naval Personnel Command
NEC	Navy Enlisted Classification
NSD	Navy Support Date
NTSP	Navy Training System Plan
OPNAV	Office of the Chief of Naval Operations
OPNAVINST	Office of the Chief of Naval Operations Instruction
PMA	Program Manager, Air
POE	Projected Operational Environment
PR	Aircrew Survival Equipmentman
RFT	Ready For Training
ROC	Required Operational Capability
SELRES	Selected Reserve
TAR	Training and Administration of Reserves
TD	Training Device
TTE	Technical Training Equipment
VR	Fleet Logistics Support Squadron
WRA	Weapon Replaceable Assembly

C-40A AIRCRAFT

PREFACE

This Proposed Navy Training System Plan (NTSP) updates the Draft NTSP for the C-40A Aircraft, N88-NTSP-A-50-9901/D, dated March 2000. This NTSP complies with guidelines set forth in the Navy Training Requirements Documentation Manual, Office of the Chief of Naval Operations (OPNAV) Publication P-751-1-9-97.

This NTSP reflects significant program changes from the draft document. It includes the final course descriptions, updated schedules, and attendance requirements for the C-40A initial training curriculum derived from the Boeing C-40 Training Plan dated March 1999, latest aircraft delivery schedule, program milestones, decision and action items, and a current point of contact listing. It incorporates changes, recommendations, and comments from Chief of Naval Operations (CNO) (N75K); CNO (N955F); CNO (N789H3); Commander, Naval Air Reserve Force (N386); Commander, Naval Air Force, U.S. Pacific Fleet (N422F); Naval Air Systems Command (AIR 3.1.4); and Naval Aviation Maintenance Training Group (HQ/CIS). Specifically, the following changes are addressed:

- Modified aircraft mission more accurately states the Naval Reserve mission
- Updated contract delivery schedule
- Incorporates Navy Enlisted Classification (NEC) 8313
- Addresses currently approved rating mergers
- Incorporates results of the Maintenance Training Requirements Review (MTRR) and Aircrew Training Requirements Review (ATRR) held in August 2000
- Incorporates follow-on training for pilots
- Clarifies official position on awarding of civilian degrees and certificates
- Clarifies reason for not incorporating Computer Aided Instruction (CAI)
- Clarified squadron aircraft transition plan
- Clarified Ready for Operational Use Schedule to reflect the aircraft vice the squadron
- Changed On-Site Storeroom (OSS) to Contractor Logistics Facility (CLF)
- Revised OPNAV Codes according to recent restructuring

PART I - TECHNICAL PROGRAM DATA

A. NOMENCLATURE-TITLE-PROGRAM

1. **Nomenclature-Title-Acronym.** C-40A Aircraft
2. **Program Element.** Not Applicable (NA) for the Naval Reserve

B. SECURITY CLASSIFICATION

1. **System Characteristics**..... Unclassified
2. **Capabilities**..... Unclassified
3. **Functions** Unclassified

C. MANPOWER, PERSONNEL, AND TRAINING PRINCIPALS

OPNAV Principal Official (OPO) Program Sponsor CNO (N780G)

OPO Resource Sponsor..... CNO (N780G)

Training Policy Manager..... CNO (N789H3)

Developing Agency..... NAVAIRSYSCOM (PMA207)

Training Agency CINCLANTFLT (N721)
CINCPACFLT (N73)
CNET (ETE322)
COMNAVRESFOR (N7)

Training Support Agency NAVAIRSYSCOM (PMA205)
COMFLELOGSUPPWING

Manpower and Personnel Mission Sponsor CNO (N12)
NAVPERSCOM (PERS-4, PERS-404)

Director of Naval Training..... CNO (N795)

Commander, Reserve Program Manager..... COMNAVAIRESFOR (N36)

D. SYSTEM DESCRIPTION

1. Operational Uses. The [C-40A Clipper](#), hereafter referred to as the C-40A, will be a Boeing 737-700C Aircraft. The C-40A will fulfill U.S. Navy fleet essential airlift requirements by providing medium lift, intra-theater transportation of passengers, cargo, or a combination of both. The C-40A is being procured as a replacement for the Naval Reserve's C-9B and DC-9 Logistics Aircraft. Currently, five aircraft are under contract with deliveries beginning in Fiscal Year (FY) 01. Two additional aircraft were included in the FY01 budget across the Future Years Defense Plan. Additional aircraft are expected in the POM-02 budget.

2. Foreign Military Sales. Boeing has orders for the 737-700 Aircraft from other commercial airline companies in the United States and foreign countries; however, no plans for Foreign Military Sales have been made to date.

E. DEVELOPMENTAL TEST AND OPERATIONAL TEST. The Boeing 737-700C Aircraft will be Federal Aviation Administration (FAA) Supplemental Type-Certified prior to acceptance by the Navy as the C-40A. The first C-40A is scheduled for delivery in April 2001. Developmental and Operational Tests will not be required.

F. AIRCRAFT AND/OR EQUIPMENT/SYSTEM/SUBSYSTEM REPLACED. The C-40A will replace the C-9B and DC-9 Aircraft.

G. DESCRIPTION OF NEW DEVELOPMENT

1. Functional Description. The C-40A will be capable of all-weather operations for long-range, high-speed, non-stop flights. The C-40A will carry a crew of six or seven, and may be configured to transport 121 passengers, cargo with a maximum payload of 35,000 pounds, or a combination of passengers and cargo. Two CFM56-7 engines will power the C-40A. The C-40A will have the following performance capabilities:

- 3,400 nautical mile range with 5,000 pounds of cargo
- Mach 0.78 to 0.82 cruise speed
- 41,000 feet altitude
- 180 minute Extended Range Twin-Engine Operations

2. Physical Description

DIMENSIONS		MAX GROSS WEIGHTS	
Wing Span	112 feet 7 inches	Taxi	171,500 pounds
Length	110 feet 4 inches	Takeoff	171,000 pounds

DIMENSIONS		MAX GROSS WEIGHTS	
Height	41 feet 2 inches	Landing	134,000 pounds
Tail Span	47 feet 1 inches	Zero Fuel	95,000 pounds

3. New Development Introduction. The C-40A will be introduced into the Naval Reserve as new production aircraft.

4. Significant Interfaces. NA

5. New Features, Configurations, or Material. NA

H. CONCEPTS

1. Operational Concept. The Naval Air Reserve Force's Fleet Logistics Support (VR) Squadrons will operate the C-40A at various Naval Air Stations and Joint Reserve Bases (JRB).

The C-40A crew will consist of a Pilot, Co-pilot, Crew Chief, Loadmaster, and two or three Flight Attendants. The enlisted aircrew's NECs will remain the same during the transition from C-9B and DC-9 aircraft to the C-40A. C-40A specific NEC for Crew Chief has been established. The table below depicts the enlisted Aircrew's position title, NEC, and source ratings.

POSITION TITLE	NEC	RATINGS
C-40 Crew Chief	8209	Aviation Machinist's Mate (AD), Aviation Electrician's Mate (AE), Aviation Structural Mechanic (Safety Equipment) (AME), Aviation Structural Mechanic (Structures & Hydraulics) (AM), Aviation Electronics Technician (AT)
Loadmaster	8278	AD, AE, AME, AM, AT, Aviation Boatswain's Mate (Launching and Recovering Equipment) (ABE), Aviation Boatswain's Mate (Fuels) (ABF), Aviation Boatswain's Mate (Aircraft Handling) (ABH), Aviation Ordnanceman (AO)
Flight Attendant	8289	AD, AE, AME, AT, AO, Aviation Storekeeper (AK), Aviation Maintenance Administrationman (AZ), Mess Management Specialist (MS)

2. Maintenance Concept. The C-40A maintenance concept will be the same as the current maintenance concept for the C-9B and DC-9 Aircraft. VR squadrons will perform organizational level maintenance in support of their own aircraft. Depot level maintenance will be performed by contracted maintenance support. No intermediate level maintenance will be established.

a. Organizational. The operating unit will perform C-40A organizational level maintenance actions on a day-to-day basis in support of its own operations. These actions encompass inspections, servicing, handling, removal and replacement of Weapon Replaceable Assemblies (WRA) and major aircraft components, equipment corrective maintenance, and incorporation of selected technical directives. Aviation maintenance ratings with NEC 8313 will perform organizational level maintenance. Contractor personnel will provide dedicated material support to the squadrons through the CLF located at each operating site.

(1) Preventive Maintenance. Periodic inspections and servicing of equipment will be accomplished per Maintenance Planning Document (MPD) Task Cards.

(2) Corrective Maintenance. Corrective maintenance will consist of removing and replacing WRAs aboard the C-40A. Faulty WRAs and components will be returned to the material support contractor for repair. Organizational level maintenance personnel may be authorized, in approved publications, to initiate repairs such as stop drilling of airframe skin cracks and blending of minor nicks in engine fan blades per the Naval Aviation Maintenance Program, Office of the Chief of Naval Operations Instruction (OPNAVINST) 4790.2H.

b. Intermediate. NA

c. Depot. Depot level maintenance actions are those requiring major repair, overhaul, or a complete rebuilding, manufacturing, or modification of parts, assemblies, subassemblies, and end items including engines, support equipment, and technical directives. Depot level maintenance will be accomplished at a contractor's facility, or by a contractor field team.

d. Interim Maintenance. Boeing will provide interim maintenance support for three years from delivery of the first Boeing 737-700C. The Navy Support Date (NSD) is expected to be achieved April 2001.

e. Life-Cycle Maintenance Plan. The life-cycle maintenance plan for the C-40A will be delivered with the aircraft in second quarter FY01.

3. Manning Concept. Qualitative and quantitative manpower requirements for the C-40A will be driven by the organizational level preventive and corrective maintenance workload, Required Operational Capabilities (ROC), and Projected Operational Environment (POE) requirements. Manpower requirements for the C-40A are expected to be approximately the same as its predecessors, the C-9B and DC-9, with a minimum of changes.

The C-40A will be supported by Training and Administration of Reserves (TAR) personnel and augmented by Selected Reserve (SELRES) personnel. The Activity Manpower Document (AMD) for VR-59 dated November 17, 1999 has been used in Part II of this NTSP as representative squadron manning for C-40A planning purposes. AMDs for each Navy C-40A squadron will be developed later, using C-40A ROC and POE requirements, when that data is available.

4. Training Concept. The overall Boeing training philosophy is to provide the Navy with training comparable to the pro forma training provided to its other commercial customers. The Reserve C-9B/DC-9 squadron, VR-59, located at JRB Fort Worth, Texas, began transitioning to the C-40A in FY01. Commercial contractors will conduct Pilot and enlisted Aircrew training. Commercial contractors will also provide initial and follow-on organizational level maintenance training for TAR and SELRES personnel. SELRES and TAR personnel will attend the appropriate rating specific course for award of NEC 8313. Specific guidelines for NEC attainment are contained in [NAVPERS 18068F Volume II, Chapter IV, Navy Enlisted Classifications](#). Requirements for Reserve Job Qualification Requirements and On-the-Job Training syllabus developed by Commander, Fleet Logistics Support Wing (COMFLELOGSUPWING) are detailed in the Naval Aviation Maintenance Program, [OPNAVINST 4790.2H](#). A training effectiveness evaluation (TEE) will be conducted six months after the first use of the new courses or after the second session of courses, whichever occurs later per OPNAVINST 1500.76.

a. Initial Training. The training courses outlined below are commercial air carrier courses for the Boeing 737-700, taught by [Flight Safety Boeing Training International](#) (FSBTI). Both flight and maintenance courses are commercial, on-going training, that has been in use for many years. The Boeing Training IPT will review all training material with emphasis on new Navy unique airplane systems, and will monitor test scores and class critiques to insure the quality of training. Few changes to the standard curriculum are anticipated. TAR personnel are scheduled to attend the FSBTI courses in FY01. Some courses have been modified from the commercial Boeing 737-700 curriculum to reduce training time. As a result, the course lengths depicted below have been reduced from the standard FSBTI commercial Boeing 737-700 curriculum, and were agreed upon by Commander, Naval Air Reserve Force (COMNAVAIRESFOR) (N386); Commander, Fleet Logistics Support Wing; and Boeing in June 1999. All maintenance courses include an introduction to the aircraft, technical manuals, common displays, and the [Computer-Based Training](#) (CBT) system. Training for the commercial Boeing 737-700 is currently available, and the C-40A was Ready For Training (RFT) in October 2000.

This commercial maintenance training is based on the FAA system of aircraft maintenance technicians being Airframes and Powerplants (A&P) certified. This system requires A&P technicians to be knowledgeable in all areas of an aircraft. [FSBTI's Boeing 737-700 maintenance training](#) is not based on a rating and NEC system such as the Navy's that specializes in specific areas of maintenance and type of aircraft (e.g., AD 8313). A C-40A training meeting was held in fourth quarter FY98. From this meeting it was determined that Boeing will provide

Initial Training to a cadre of military personnel. Each rating will be represented during this Initial Training.

In addition, courses will be developed for Crew Chief and Loadmaster training since the commercial-use Boeing 737-700 does not require these positions. The Crew Chief course will be developed by combining pertinent parts of the Pilot training with aircraft systems training from the other courses, and will be eight weeks in length. FSBTI will provide space for up to 8 Crew Chief personnel to attend ground school and observe in the simulator training in conjunction with pilot training. The simulator observation is to follow a full-up Mechanical / Electrical & Avionics course. Only one Crew Chief will be allowed to observe at a time during pilot training.

A course for Loadmaster training will also be developed for the Navy. An action chit was assigned during the August 2000 ATRR to COMFLELOGSUPPWING to develop the curriculum for a Loadmaster pipeline course. A Course Identification Number (CIN) for this course will be assigned by OPNAV (N789F6) upon approval. Completion of this pipeline course will award NEC 8278.

The [aircraft systems rigging course](#) was established for after aircraft delivery and can be taught at any time up to two years after aircraft delivery. The current plan is to schedule this class later in the delivery schedule upon notification from the squadron and conduct the training coinciding with a Phase "C" inspection. This will allow the structures and power plant maintenance personnel time to gain a degree of proficiency in C-40A maintenance and familiarization with the aircraft prior to receiving this specialized training.

FSBTI Pilot training includes an interactive CBT system, simulators, and flight training. Prior to arrival at FSBTI for training, student Pilots will complete the [Boeing Business Jet](#) (BBJ) Reduced Footprint training curriculum. BBJ is a home-based, interactive CBT didactic curriculum designed to reduce in-classroom time from thirty-five to approximately twenty days. Upon arrival at FSBTI, student Pilots will be tested, complete remedial training if necessary, then move directly into simulator training. Simulator training will be conducted in two phases, fixed and full simulation. Since Navy Pilot qualifications are based on NATOPS requirements, an Aircraft Type Rating (ATP) will not be awarded upon completion of this course. NATOPS qualification will take place at the parent command upon completion of the FSBTI curriculum.

Initial training has been structured as Initial Cadre training for the first squadron only, prior to the first aircraft delivery in April 2001. Boeing will provide line flying assistance at JRB Fort Worth for a maximum of 90 calendar days commencing with the delivery of the first aircraft for a period of 30 days to complete initial cadre initial operating experience. Up to 60 additional days will be provided on a schedule mutually agreed upon by Boeing and COMFLELOGSUPPWING. Initial training has not yet been defined for subsequent squadrons and is currently under development by COMNAVAIRESFOR (N36). As it becomes available, further information will be included in updates to this NTSP.

Title **C-40A Cargo Loading / Configuration (Loadmaster) and Flight Attendant**

Description This course provides training to the first tour C-40A Loadmaster, including:

- Aircraft systems purpose and operation
- Internal cargo handling procedures
- Normal and emergency procedures
- Performance and weight and balance calculations
- Preflight, postflight, and servicing
- Survival equipment and egress procedures

Upon completion, the student will be able to perform as a C-40A Loadmaster in a squadron environment under limited supervision.

Location FSBTI, Seattle, Washington

Length 5 days

RFT date One course was conducted beginning January 8, 2001.

TTE/TD NA

Prerequisites AD, AE, AME, AM, AT, ABE, ABF, ABH, or AO; all 8278

Title **C-40A Corrosion Control and Prevention**

Description This course provides training to the first tour C-40A Aviation Technician, including:

- Identification of types of corrosion
- Identification of aircraft corrosion prone areas
- Prevention techniques
- Familiarization of corrosion control, prevention, and structural repair manuals

Upon completion, the student will be able to perform as a C-40A Corrosion Control and Prevention Technician in a squadron environment under limited supervision.

Location FSBTI, Seattle

Length 5 days

RFT date One course was conducted beginning November 6, 2000.

TTE/TD NA

Prerequisites AD, AME, AM, or Aircrew Survival Equipmentman (PR); all 8313

Title **C-40A Crew Chief**

Description This course has been designed as a combination of the Mechanical and Power Plant Systems and Electrical and Avionics Systems courses and provides training to the first tour C-40A Crew Chief, including:

- Aircraft systems purpose and operation
- Aircraft systems maintenance procedures
- Normal and emergency procedures
- Preflight, postflight, and servicing
- Flight simulation training
- NATOPS

Upon completion, the student will be able to perform as a C-40A Crew Chief in a squadron environment under limited supervision. An A&P license will not be awarded.

Location FSBTI, Seattle

Length 40 days

RFT date One course was conducted beginning January 8, 2001.

TTE/TD NA

Prerequisites AD, AE, AME, AM, or AT; all 8209

Title **C-40A Electrical/Avionics Systems**

Description..... This course provides training to the first tour Aviation Electronics Technician or Aviation Electrician's Mate, including:

- Basic system purposes
- Theory of operation and operational procedures
- Electrical, communications, navigation, and RADAR
- Component location and characteristics
- Basic test and servicing requirements
- Technical manuals
- Safety

Upon completion, the student will be able to perform as an C-40A Electrical and Avionics Maintenance Technician in a squadron environment under limited supervision.

Location FSBTI, Seattle

Length 35 days

RFT date One course was conducted beginning October 2, 2000.
 TTE/TD NA
 Prerequisites AE or AT; both 8313

Title C-40A Flight Attendant

Description..... This course provides training to the first tour C-40A Flight Attendant, including:

- Aircraft interior familiarization
- Aircraft systems purpose and operation
- In-flight and ground normal operations and emergency procedures
- Survival equipment
- NATOPS

 Upon completion, the student will be able to perform as a C-40A Flight Attendant in a squadron environment under limited supervision. This course is designed to provide condensed training to Reservists over a drill weekend.

Location JRB Fort Worth
 Length 2 days
 RFT date April 15, 2001
 TTE/TD NA
 Prerequisites AD, AE, AME, AM, AT, AO, AK, AZ, or MS; all 8289

Title General Familiarization Managers Class

Description.....	<p>This course provides familiarization training of the Boeing 737-700 commercial aircraft, and C-40A difference training, to officer and senior enlisted personnel in maintenance management positions, including:</p> <ul style="list-style-type: none"> ° General introduction of the aircraft ° Purpose and operation of aircraft electrical, flight control, avionics, navigation, cabin, fuel, power plant, auxiliary power, hydraulic, ice, rain and fire protection, environmental control, and landing gear systems ° Furnishing equipment <p>Upon completion, the student will have attained a familiarization of the entire C-40A aircraft, its capabilities, and its systems, and be acquainted with unique C-40A maintenance topics.</p>
Location	FSBTI, Seattle
Length	3 days
RFT date	One course was conducted beginning January 8, 2001.
TTE/TD	NA
Prerequisites	<ul style="list-style-type: none"> ° Officer and/or senior enlisted personnel at squadron discretion ° Maintenance Officer 1311 ° Maintenance Material Control Officer 1520 (See Note) ° Maintenance Control Officer 6380 ° Material Control Officer 7380 ° Aviation Maintenance Material Control Master Chief 8300

Note: The Aerospace Engineering Duty Officer, Aircraft Maintenance billet is listed as Officer Designator Code 1520 on VR Squadron AMDs in the Total Force Manpower Management System, which is the source database for all NTSP documents. 1520 is used in place of 1527 throughout all sections of this document as a result.

Title **C-40A Mechanical and Power Plant Systems**

Description..... This course provides in-depth training to the first tour Aviation Technician, including:

- Analysis and troubleshooting procedures of aircraft power plant, fuel, electrical, hydraulic, flight control, and environmental control systems
- Component removal and installation procedures
- Inspection requirements

Upon completion, the student will be able to perform as a C-40A Mechanical and Power Plants Maintenance Technician in a squadron environment under limited supervision. An A & P license will not be awarded.

Location FSBTI, Seattle

Length 25 days

RFT date Two courses were conducted beginning October 2, 2000 and January 8, 2001.

TTE/TD NA

Prerequisites AD, AME, AM, or PR; all 8313

Title **C-40A Pilot Transition**

Description..... This course provides training to the first tour C-40A Transition Replacement Pilot, including:

- BBJ interactive CBT home-based didactic introductory and familiarization training
- Fixed and full simulation flight training
- Flight instruction
- Crew tactics and safety
- Communications and navigation
- NATOPS

Upon completion, the student will be able to perform as a C-40A Pilot in a squadron environment. A Boeing 737-700 ATP will not be awarded.

Location FSBTI, Seattle

Length 12 days

RFT date This course will be taught in five sessions as follows:

- Field Introduction Team Group: February-March 1999.
- Group #1: October 23, 2000
- Group #2: February 12, 2001
- Group #3: March 12, 2001
- Group #4: April 9, 2001

TTE/TD NA

Prerequisites ◦ Designator 1315 or 1317
 ◦ Prior C-9B/DC-9 Pilot experience

Title C-40A Systems Rigging

Description..... This course provides in-depth training to the first tour Aviation Technician, including:

- Rigging, trim, and fair check of the flight control system, landing gear, power plants, doors, windows, and access panels
- Inspection requirements
- Safety

Upon completion, the student will be able to perform C-40A rigging under limited supervision.

Location FSBTI, Seattle

Length 8 days

RFT date Currently available. Schedule date TBD.

TTE/TD NA

Prerequisites TBD

b. Follow-on Training. COMNAVAIRESFOR (N36) is currently evaluating formal organizational level maintenance, Pilot, and enlisted aircrew follow-on training. Current planning calls for both TAR and SELRES maintenance personnel to attend formal training for attainment of the C-40A NEC per the MTRRs of March 1999 and August 2000. Naval Air Warfare Center Training Systems Division (NAWCTSD) (3.4.3) is currently working with COMNAVAIRRESFOR to incorporate C-40A Aircrew Coordination Training (ACT) into the Command Aircraft Crew Training (CACT) contract. The C-40A (pilot) contract was awarded to FSBTI (Boeing) and is in the final stages of course development. The C-40A (maintenance) contract was awarded to Delta Airlines in FY01 and is in the final stages of course development. The C-40A CACT does not call for Navy specific ACT training. Contact NAWCTSD (3.4.3) for further information regarding the current status of the CACT contract.

CBT will be used for refresher training for maintenance personnel who have attended the contractor school. The CBT is anticipated to be RFT in second quarter FY02 and will be included in updates to this NTSP as it becomes available. There are no plans at this time to incorporate CBT for pilot refresher training. Contact COMNAVAIRESFOR (N36) for further information regarding the current status of CBT and CACT.

Note: Pilot follow-on training contract was awarded in January 2001 to FSBTI. A CIN has not yet been established for this course, and "E-C40-XXXX" has been used for tracking purposes in this document only. This CIN does not exist. This information will be updated in revisions to this NTSP as it becomes available.

Title	C-40A Fleet Replacement Pilot Category II
CIN	E-C40-XXXX
Model Manager...	COMFLELOGSUPPWING
Description.....	<p>This course provides refresher training to the second tour C-40A Pilot, including:</p> <ul style="list-style-type: none"> ° BBJ interactive CBT home-based didactic introductory and familiarization training ° Fixed and full simulation flight training ° Flight instruction ° Crew tactics and safety ° Communications and navigation ° NATOPS <p>Upon completion, the student will be able to perform as a C-40A Pilot in a squadron environment. A Boeing 737-700 ATP will not be awarded.</p>
Location	FSBTI, Seattle
Length	12 days
RFT date	March 26, 2001
TTE/TD	NA
Prerequisites	<ul style="list-style-type: none"> ° Designator 1315 or 1317 ° C-40A Pilot Transition Course

c. Student Profiles. The following student profiles are based on the billet requirements displayed in the VR-59 AMD. Those source ratings listed above in Part I.H.1 Operational Concepts and Part I.H.4.a Initial Training that are not depicted in the AMD, such as ABE, ABF, ABH and AO 8278, are not included in the table below.

SKILL IDENTIFIER	PREREQUISITE SKILL AND KNOWLEDGE REQUIREMENTS
1311, 1315, 1317	° Designated Service Group I Naval Aviator
1520	° Aerospace Engineering Duty Officer, Aircraft Maintenance
6380	° Limited Duty Officer, Avionics
7380	° Chief Warrant Officer, Aviation Electronics Technician
AD 8209, 8278, 8289	° C-601-2011, Aviation Machinist's Mate Common Core Class A1 ° C-601-2014, Aviation Machinist's Mate Turbojet Fundamentals Strand Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
AD 8313	° C-601-2011, Aviation Machinist's Mate Common Core Class A1 ° C-601-2014, Aviation Machinist's Mate Turbojet Fundamentals Strand Class A1
AE 8209, 8278, 8289	° C-100-2020, Avionics Common Core Class A1 ° C-602-2039, Aviation Electrician's Mate O Level Strand Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
AE 8313	° C-100-2020, Avionics Common Core Class A1 ° C-602-2039, Aviation Electrician's Mate O Level Strand Class A1
AK 8289 See Note	° C-551-2010, Aviation Storekeeper Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
AME 8209, 8278, 8289	° C-602-2033, Aviation Structural Mechanic E (Safety Equipment) Common Core Class A1 ° C-602-2034, Aviation Structural Mechanic E (Safety Equipment) Egress Strand Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
AME 8313	° C-602-2033, Aviation Structural Mechanic E (Safety Equipment) Common Core Class A1 ° C-602-2034, Aviation Structural Mechanic E (Safety Equipment) Egress Strand Class A1

SKILL IDENTIFIER	PREREQUISITE SKILL AND KNOWLEDGE REQUIREMENTS
AM 8209, 8278, 8289	<ul style="list-style-type: none"> ° C-603-0175, Aviation Structural Mechanic (Structures and Hydraulics) Common Core Class A1 ° C-603-0176, Aviation Structural Mechanic (Structures and Hydraulics) Organizational Level Strand Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
AM 8313	<ul style="list-style-type: none"> ° C-603-0175, Aviation Structural Mechanic (Structures and Hydraulics) Common Core Class A1 ° C-603-0176, Aviation Structural Mechanic (Structures and Hydraulics) Organizational Level Strand Class A1
AT 8209, 8278, 8289	<ul style="list-style-type: none"> ° C-100-2020, Avionics Common Core Class A1 ° C-100-2018, Avionics Technician O Level Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
AT 8313	<ul style="list-style-type: none"> ° C-100-2020, Avionics Common Core Class A1 ° C-100-2018, Avionics Technician O Level Class A1
AZ 8289	<ul style="list-style-type: none"> ° C-555-2010, Aviation Maintenance Administrationman Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
MS 8289	<ul style="list-style-type: none"> ° A-800-0013, Mess Management Specialist Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
PR 8313	<ul style="list-style-type: none"> ° C-602-2035, Aircrew Survival Equipmentman Common Core Class A1

Note: The CNO has approved mergers for the AK and SK ratings, and they will be undergoing changes in course curriculum and CINs during FY00 and FY01. Refer to the appropriate Point of Contact listed in Part VII of this NTSP for the latest information regarding these rating mergers.

d. Training Pipelines. Training pipelines will be included in Navy Integrated Training Resources and Administration System (NITRAS) for the commercial schools once they are determined per COMNAVAIRRESFOR N721. Action chits were assigned at the August 2000 MTRR to develop Avionics/Electrical (AT/AE) and Mechanical/Airframes (AD, AM, AME, PR) maintenance training pipelines. Additionally, an action chit was assigned to establish a standalone F1 course, C-40A Boeing 737-700 Maintenance Manager Course. This course would be five days in length, and a CIN will be assigned by COMNAVAIRRESFOR upon contract approval.

I. ONBOARD (IN-SERVICE) TRAINING

1. Proficiency or Other Training Organic to the New Development

a. Squadron Proficiency Training. For proficiency training, TAR personnel will use the same CBT system that will be procured for follow-on training for SELRES personnel at the squadrons.

b. Maintenance Training Improvement Program. NA

c. Aviation Maintenance Training Continuum System. The Aviation Maintenance Training Continuum System (AMTCS) will provide career path training to the Sailor or Marine from their initial service entry to the end of their military career. AMTCS concepts will provide an integrated system that will satisfy the training and administrative requirements of both the individual and the organization. The benefits will be manifested in the increased effectiveness of the technicians and the increased efficiencies of the management of the training business process. Where appropriate, capitalizing on technological advances and integrating systems and processes can provide the right amount of training at the right time, thus meeting the CNO's mandated "just-in-time" training approach.

Technology investments enable the development of several state-of-the-art training and administrative tools: Interactive Multimedia Instruction (IMI) for the technicians in the Fleet in the form of Interactive Courseware (ICW) with Computer Managed Instruction (CMI) and Computer Aided Instruction (CAI) for the schoolhouse.

Included in the AMTCS development effort is the Aviation Maintenance Training Continuum System - Software Module, which provides testing [Test and Evaluation], recording [Electronic Certification Qualification Records], and a Feedback system. The core functionality of these AMTCS tools are based and designed around the actual maintenance-related tasks the technicians perform, and the tasks are stored and maintained in a Master Task List data bank. These tools are procured and fielded with appropriate Commercial-Off-The-Shelf (COTS) hardware and software, i.e., Fleet Training Devices - Laptops, PCs, Electronic Classrooms, Learning Resource Centers (LRC), operating software, and network software and hardware.

Upon receipt of direction from OPNAV (N789H), AMTCS concepts are to be implemented and the new tools integrated into the daily training environment of all participating aviation activities and supporting elements. AMTCS will serve as the standard training system for aviation maintenance training within the Navy and Marine Corps, and is planned to supersede the existing MTIP and Maintenance Training Management and Evaluation Program (MATMEP) programs.

2. Personnel Qualification Standards. NA

3. Other Onboard or In-Service Training Packages. Marine Corps onboard training is not currently being developed, and will be addressed in updates to this NTSP if applicable.

J. LOGISTICS SUPPORT

1. Manufacturer and Contract Number

CONTRACT NUMBER	MANUFACTURER	ADDRESS
N00019-97-C-2034	Boeing Aircraft Company	P.O. Box 39999, MS 84-06 Seattle, WA 98124-2499 http://www.boeing.com/

2. Program Documentation. The Acquisition Logistics Support Plan (ALSP) for the C-40A is currently planned for completion in March 2001.

3. Technical Data Plan. Applicable technical documents will be furnished in commercial format with an assigned Naval Air Systems Command number to facilitate updating and maintenance of manuals. The range of manuals furnished will provide the information required supporting the C-40A organizational level maintenance program.

4. Test Sets, Tools, and Test Equipment. A list of recommended common support equipment is included in the C-40A contract. Any special test sets, special tools, special test equipment, or software support identified to support the operational squadrons will be included in updates to this NTSP. No special equipment will be required for training purposes.

5. Repair Parts. CLF contractor personnel will be responsible for managing and operating the government's on-site storeroom and property system for the C-40A. The inventory maintained at each site is of the range and depth sufficient to support the aircraft in sustaining the squadron's mission.

6. Human Systems Integration. NA

K. SCHEDULES

1. Installation and Delivery Schedules. Currently, four C-40As are on contract with delivery scheduled for April, May, June, and August 2001. These aircraft are tentatively scheduled for delivery to VR-59 at JRB Fort Worth. Funding has been identified to procure a fifth aircraft in FY00, with a delivery in FY02. Plans for two more aircraft are in the Navy budget for FY02 and FY05 with deliveries expected in FY04 and FY07. These aircraft are tentatively scheduled for delivery to VR-58 at Naval Air Station (NAS) Jacksonville, Florida. Procurement and delivery dates for additional aircraft are currently not available, but will be included in updates to this NTSP. Initial Operational Capability is anticipated upon delivery of the first aircraft in April 2001. Full Operational Capability is anticipated in April 2002.

INSTALLATION SCHEDULE (NUMBER OF AIRCRAFT)

ACTIVITY	FY01	FY02	FY03	FY04	FY05	FY06	FY07
VR-59	4						
VR-58		1		1			1

2. Ready For Operational Use Schedule. Each C-40A aircraft will be Ready For Operational Use within one month after delivery according to the following table.

READY FOR OPERATIONAL USE SCHEDULE

ACTIVITY	FY01				FY02				FY03				FY04				FY05				FY06				FY07			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
VR-59			3	1																								
VR-58							1							1												1		

3. Time Required to Install at Operational Sites. NA

4. Foreign Military Sales and Other Source Delivery Schedule. NA

5. Training Device and Technical Training Equipment Delivery Schedule. NA

L. GOVERNMENT FURNISHED EQUIPMENT AND CONTRACTOR FURNISHED EQUIPMENT TRAINING REQUIREMENTS. NA

M. RELATED NTSPs AND OTHER APPLICABLE DOCUMENTS. Current NTSP documents can be downloaded online from the OPNAV Aviation Technical Training (N789H) web site at: http://www.avtechtra.navy.mil/ntsp_catalog.htm.

DOCUMENT OR NTSP TITLE	DOCUMENT OR NTSP NUMBER	PDA CODE	STATUS
C-9B/DC-9 Logistics Aircraft	N78-NTSP-A-50-0107/P	PMA207	Proposed Jul 01

Report for the C-9, C-20, and C-40 Maintenance Training Requirements Review (MTRR)	Ser N889H4/0U662845	OPNAV N789H	Approved Oct 00
Report for the VR C-9/C-20/C-40/C-130 Aircrew Training Requirements Review (ATTR)	Ser N889F4/0U662822	OPNAV N789F	Approved Sep 00

PART II - BILLET AND PERSONNEL REQUIREMENTS

The following elements are not affected by the C-40A and, therefore, are not included in Part II of this NTSP:

II.A. Billet Requirements

II.A.2.a. Operational and Fleet Support Activity Deactivation Schedule

II.A.2.b. Billets to be Deleted in Operational and Fleet Support Activities

II.A.2.c. Total Billets to be Deleted in Operational and Fleet Support Activities

II.A.3. Training Activities Instructor and Support Billet Requirements

Note 1: The billets depicted in this section are for a C-9B squadron. Billet requirements for the C-40A are expected to be approximately the same with a minimum of changes. (The billets related to the VR squadrons are currently in place for the C-9B/DC-9 Aircraft.) Marine Corps billets will be added when VMR-1 is included in the C-40A Aircraft delivery schedule.

Note 2: Operational activities listed in this section follow the Ready For Operational Use Schedule listed in Part I, paragraph K.2.

Note 3: Pilot follow-on training contract was awarded in January 2001 to FSBTI. A Course Identification Number (CIN) has not yet been established for this course, and "E-C40-XXXX" has been used for tracking purposes in this document only. This CIN does not exist. This information will be updated in revisions to this NTSP as it becomes available.

Note 4: The Aerospace Engineering Duty Officer, Aircraft Maintenance billet is listed as Officer Designator Code 1520 on VR Squadron AMDs in the Total Force Manpower Management System, which is the source database for all NTSP documents. 1520 is used in place of 1527 throughout all sections of this document as a result.

Note 5: Those source ratings listed in Part I.H.1 Operational Concepts and Part I.H.4.a Initial Training that are not depicted in the AMD, such as ABE, ABF, ABH and AO 8278, are not included in Part II of this NTSP.

Note 6: C-9B Organizational Level Maintenance Technician NEC 8310 was used in place of C-40A NEC 8313 due to availability of current Activity Manning Document structure for VR-59 in the Total Force Manpower Management System. This information will be updated in the next iteration of this NTSP.

PART II - BILLET AND PERSONNEL REQUIREMENTS

II.A. BILLET REQUIREMENTS

II.A.1.a. OPERATIONAL AND FLEET SUPPORT ACTIVITY ACTIVATION SCHEDULE

SOURCE: Total Force Manpower Management System

DATE: 7/5/2001

ACTIVITY, UIC		PFYs	CFY01	FY02	FY03	FY04	FY05
OPERATIONAL ACTIVITIES - NAVY							
VR-58	53911	0	0	1	0	0	0
VR-59	53921	0	1	0	0	0	0
TOTAL:		0	1	1	0	0	0

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
OPERATIONAL ACTIVITIES - NAVY					
VR-58, 53911, FY02 Increment					
TAR	11	0	1311		
	1	0	1520		
	0	1	ADC	8310	
	0	1	AD1	8250	
	0	2	AD1	8310	
	0	2	AD2	8250	
	0	2	AD2	8278	
	0	2	AD2	8310	
	0	3	AD3	8289	
	0	2	AD3	8310	
	0	2	ADAN	8310	
	0	1	AEC	8250	
	0	1	AE1	8278	
	0	2	AE1	8289	
	0	2	AE1	8310	
	0	2	AE2	8250	
	0	3	AE2	8289	
	0	2	AE2	8310	
	0	2	AE3	8289	
	0	2	AE3	8310	
	0	1	AK1		
	0	1	AK2	8289	
	0	1	AK2	9590	
	0	1	AK3	8289	
	0	2	AMCS		
	0	1	AMC	8278	
	0	1	AM1	8278	
	0	4	AM1	8310	
	0	1	AM1	8310	9595
	0	3	AM2	8250	
	0	1	AM2	8278	
	0	4	AM2	8289	
	0	2	AM2	8310	
	0	3	AM3	8310	
	0	4	AMAN	8310	
	0	1	AMEC		
	0	1	AME1	8289	
	0	1	AME2	8278	
	0	1	AME2	8310	
	0	1	AMEAN	8310	
	0	1	AS1	9502	
	0	1	ATCS		
	0	2	ATC		
	0	1	ATC	8250	
	0	1	AT1		

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
TAR	0	1	AT1	8278	
	0	2	AT1	8310	
	0	2	AT2		
	0	2	AT2	8250	
	0	1	AT2	8278	
	0	1	AT2	8289	
	0	2	AT2	8310	
	0	2	AT3	8289	
	0	2	AT3	8310	
	0	1	AVCM	9580	
	0	1	AZ1		
	0	2	AZ2		
	0	1	AZ2	6315	
	0	2	PN2		
	0	1	PNSN		
	0	1	PR1	8310	
	0	1	RM3	2735	
	0	1	YNC		
	0	1	YN1		
	0	1	YN3		
SELRES	38	0	1311		
	1	0	2102		
	1	0	6380		
	1	0	7380		
	0	1	ADCS		
	0	2	AD1	8250	
	0	1	AD1	8278	
	0	2	AD2		
	0	2	AD3	8310	
	0	2	ADAN	8310	
	0	1	AEC		
	0	1	AEC	8250	
	0	1	AEC	8278	
	0	2	AEC	8289	
	0	1	AEC	8310	
	0	1	AE1	8289	
	0	1	AE2		
	0	2	AE2	8289	
	0	2	AE3	8310	
	0	4	AEAN	8310	
	0	1	AK2		
	0	2	AK3		
	0	2	AKAN		
	0	2	AMCS		
	0	2	AMCS	8250	
	0	1	AMC	8310	
	0	1	AM1		

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
SELRES	0	3	AM1	8250	
	0	2	AM1	8278	
	0	1	AM1	8289	
	0	1	AM1	8310	
	0	1	AM1	9595	
	0	4	AM2		
	0	4	AM2	8278	
	0	7	AM2	8289	
	0	2	AM2	8310	
	0	4	AM3	8289	
	0	2	AM3	8310	
	0	2	AMAN	8310	
	0	1	AME1	8250	
	0	2	AME1	8278	
	0	2	AME1	8310	
	0	1	AME2	8289	
	0	2	AME3		
	0	2	AME3	8289	
	0	1	AME3	8310	
	0	1	AMEAN	8310	
	0	1	ATCS	8250	
	0	1	ATC	8278	
	0	1	ATC	8289	
	0	2	AT1	8250	
	0	3	AT1	8289	
	0	1	AT2		
	0	3	AT2	8278	
	0	4	AT2	8289	
	0	1	AT3		
	0	1	AT3	8310	
	0	3	ATAN	8310	
	0	1	AVCM	8300	
	0	2	AZ1	8289	
	0	1	AZ2	8289	
	0	1	AZ3		
	0	1	AZAN		
	0	1	DK2		
	0	1	HM2	8406	
	0	1	HM3	8406	
	0	1	IS2		
	0	2	MS2		
	0	1	MS3		
	0	3	MSSN		
	0	1	PN1		
	0	1	PN3		
	0	1	PNSN		
	0	1	PR3	8310	
	0	1	PRAN	8310	

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
SELRES	0	1	YN2		
	0	2	YN3		
	0	3	YNSN		
	0	32	AN		
ACTIVITY TOTAL:	53	265			
VR-59, 53921, FY01 Increment					
TAR	11	0	1311		
	1	0	1520		
	0	1	ADC	8310	
	0	1	AD1	8250	
	0	2	AD1	8310	
	0	2	AD2	8250	
	0	2	AD2	8278	
	0	2	AD2	8310	
	0	3	AD3	8289	
	0	2	AD3	8310	
	0	2	ADAN	8310	
	0	1	AEC	8250	
	0	1	AE1	8278	
	0	2	AE1	8289	
	0	2	AE1	8310	
	0	2	AE2	8250	
	0	3	AE2	8289	
	0	2	AE2	8310	
	0	2	AE3	8289	
	0	2	AE3	8310	
	0	1	AK1		
	0	1	AK2	8289	
	0	1	AK2	9590	
	0	1	AK3	8289	
	0	2	AMCS		
	0	1	AMC	8278	
	0	1	AM1	8278	
	0	4	AM1	8310	
	0	1	AM1	8310	9595
	0	3	AM2	8250	
	0	1	AM2	8278	
	0	4	AM2	8289	
	0	2	AM2	8310	
	0	3	AM3	8310	
	0	4	AMAN	8310	
	0	1	AMEC		
	0	1	AME1	8289	
	0	1	AME2	8278	
	0	1	AME2	8310	
	0	1	AMEAN	8310	

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
TAR	0	1	AS1	9502	
	0	1	ATCS		
	0	2	ATC		
	0	1	ATC	8250	
	0	1	AT1		
	0	1	AT1	8278	
	0	2	AT1	8310	
	0	2	AT2		
	0	2	AT2	8250	
	0	1	AT2	8278	
	0	1	AT2	8289	
	0	2	AT2	8310	
	0	2	AT3	8289	
	0	2	AT3	8310	
	0	1	AVCM	9580	
	0	1	AZ1		
	0	2	AZ2		
	0	1	AZ2	6315	
	0	2	PN2		
	0	1	PNSN		
	0	1	PR1	8310	
	0	1	RM3	2735	
	0	1	YNC		
	0	1	YN1		
	0	1	YN3		
SELRES	38	0	1311		
	1	0	2102		
	1	0	6380		
	1	0	7380		
	0	1	ADCS		
	0	2	AD1	8250	
	0	1	AD1	8278	
	0	2	AD2		
	0	2	AD3	8310	
	0	2	ADAN	8310	
	0	1	AEC		
	0	1	AEC	8250	
	0	1	AEC	8278	
	0	2	AEC	8289	
	0	1	AEC	8310	
	0	1	AE1	8289	
	0	1	AE2		
	0	2	AE2	8289	
	0	2	AE3	8310	
	0	4	AEAN	8310	
	0	1	AK2		
	0	2	AK3		

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
SELRES	0	2	AKAN		
	0	2	AMCS		
	0	2	AMCS	8250	
	0	1	AMC	8310	
	0	1	AM1		
	0	3	AM1	8250	
	0	2	AM1	8278	
	0	1	AM1	8289	
	0	1	AM1	8310	
	0	1	AM1	9595	
	0	4	AM2		
	0	4	AM2	8278	
	0	7	AM2	8289	
	0	2	AM2	8310	
	0	4	AM3	8289	
	0	2	AM3	8310	
	0	2	AMAN	8310	
	0	1	AME1	8250	
	0	2	AME1	8278	
	0	2	AME1	8310	
	0	1	AME2	8289	
	0	2	AME3		
	0	2	AME3	8289	
	0	1	AME3	8310	
	0	1	AMEAN	8310	
	0	1	ATCS	8250	
	0	1	ATC	8278	
	0	1	ATC	8289	
	0	2	AT1	8250	
	0	3	AT1	8289	
	0	1	AT2		
	0	3	AT2	8278	
	0	4	AT2	8289	
	0	1	AT3		
	0	1	AT3	8310	
	0	3	ATAN	8310	
	0	1	AVCM	8300	
	0	2	AZ1	8289	
	0	1	AZ2	8289	
	0	1	AZ3		
	0	1	AZAN		
	0	1	DK2		
	0	1	HM2	8406	
	0	1	HM3	8406	
	0	1	IS2		
	0	2	MS2		
	0	1	MS3		
	0	3	MSSN		

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
SELRES	0	1	PN1		
	0	1	PN3		
	0	1	PNSN		
	0	1	PR3	8310	
	0	1	PRAN	8310	
	0	1	YN2		
	0	2	YN3		
	0	3	YNSN		
	0	32	AN		
ACTIVITY TOTAL:	53	265			

II.A.1.c. TOTAL BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

DESIG/ RATING	PNEC/SNEC PMOS/SMOS	PFYs		CFY01		FY02		FY03		FY04		FY05	
		OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL
NAVY OPERATIONAL ACTIVITIES - TAR													
1311		0		11		11		0		0		0	
1520		0		1		1		0		0		0	
ADC	8310		0		1		1		0		0		0
AD1	8250		0		1		1		0		0		0
AD1	8310		0		2		2		0		0		0
AD2	8250		0		2		2		0		0		0
AD2	8278		0		2		2		0		0		0
AD2	8310		0		2		2		0		0		0
AD3	8289		0		3		3		0		0		0
AD3	8310		0		2		2		0		0		0
ADAN	8310		0		2		2		0		0		0
AEC	8250		0		1		1		0		0		0
AE1	8278		0		1		1		0		0		0
AE1	8289		0		2		2		0		0		0
AE1	8310		0		2		2		0		0		0
AE2	8250		0		2		2		0		0		0
AE2	8289		0		3		3		0		0		0
AE2	8310		0		2		2		0		0		0
AE3	8289		0		2		2		0		0		0
AE3	8310		0		2		2		0		0		0
AK1			0		1		1		0		0		0
AK2	8289		0		1		1		0		0		0
AK2	9590		0		1		1		0		0		0
AK3	8289		0		1		1		0		0		0
AMCS			0		2		2		0		0		0
AMC	8278		0		1		1		0		0		0
AM1	8278		0		1		1		0		0		0
AM1	8310		0		4		4		0		0		0
AM1	8310	9595	0		1		1		0		0		0
AM2	8250		0		3		3		0		0		0
AM2	8278		0		1		1		0		0		0
AM2	8289		0		4		4		0		0		0
AM2	8310		0		2		2		0		0		0
AM3	8310		0		3		3		0		0		0
AMAN	8310		0		4		4		0		0		0
AMEC			0		1		1		0		0		0
AME1	8289		0		1		1		0		0		0
AME2	8278		0		1		1		0		0		0
AME2	8310		0		1		1		0		0		0
AMEAN	8310		0		1		1		0		0		0
AS1	9502		0		1		1		0		0		0
ATCS			0		1		1		0		0		0
ATC			0		2		2		0		0		0
ATC	8250		0		1		1		0		0		0
AT1			0		1		1		0		0		0

II.A.1.c. TOTAL BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

DESIG/ RATING	PNEC/SNEC PMOS/SMOS	PFYs		CFY01		FY02		FY03		FY04		FY05	
		OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL
AT1	8278		0		1		1		0		0		0
AT1	8310		0		2		2		0		0		0
AT2			0		2		2		0		0		0
AT2	8250		0		2		2		0		0		0
AT2	8278		0		1		1		0		0		0
AT2	8289		0		1		1		0		0		0
AT2	8310		0		2		2		0		0		0
AT3	8289		0		2		2		0		0		0
AT3	8310		0		2		2		0		0		0
AVCM	9580		0		1		1		0		0		0
AZ1			0		1		1		0		0		0
AZ2			0		2		2		0		0		0
AZ2	6315		0		1		1		0		0		0
PN2			0		2		2		0		0		0
PNSN			0		1		1		0		0		0
PR1	8310		0		1		1		0		0		0
RM3	2735		0		1		1		0		0		0
YNC			0		1		1		0		0		0
YN1			0		1		1		0		0		0
YN3			0		1		1		0		0		0
NAVY OPERATIONAL ACTIVITIES - SELRES													
1311		0		38		38		0		0		0	
2102		0		1		1		0		0		0	
6380		0		1		1		0		0		0	
7380		0		1		1		0		0		0	
ADCS			0		1		1		0		0		0
AD1	8250		0		2		2		0		0		0
AD1	8278		0		1		1		0		0		0
AD2			0		2		2		0		0		0
AD3	8310		0		2		2		0		0		0
ADAN	8310		0		2		2		0		0		0
AEC			0		1		1		0		0		0
AEC	8250		0		1		1		0		0		0
AEC	8278		0		1		1		0		0		0
AEC	8289		0		2		2		0		0		0
AEC	8310		0		1		1		0		0		0
AE1	8289		0		1		1		0		0		0
AE2			0		1		1		0		0		0
AE2	8289		0		2		2		0		0		0
AE3	8310		0		2		2		0		0		0
AEAN	8310		0		4		4		0		0		0
AK2			0		1		1		0		0		0
AK3			0		2		2		0		0		0
AKAN			0		2		2		0		0		0
AMCS			0		2		2		0		0		0
AMCS	8250		0		2		2		0		0		0
AMC	8310		0		1		1		0		0		0

II.A.1.c. TOTAL BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

DESIG/ RATING	PNEC/SNEC PMOS/SMOS	PFYs		CFY01		FY02		FY03		FY04		FY05	
		OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL
AM1			0		1		1		0		0		0
AM1	8250		0		3		3		0		0		0
AM1	8278		0		2		2		0		0		0
AM1	8289		0		1		1		0		0		0
AM1	8310		0		1		1		0		0		0
AM1	9595		0		1		1		0		0		0
AM2			0		4		4		0		0		0
AM2	8278		0		4		4		0		0		0
AM2	8289		0		7		7		0		0		0
AM2	8310		0		2		2		0		0		0
AM3	8289		0		4		4		0		0		0
AM3	8310		0		2		2		0		0		0
AMAN	8310		0		2		2		0		0		0
AME1	8250		0		1		1		0		0		0
AME1	8278		0		2		2		0		0		0
AME1	8310		0		2		2		0		0		0
AME2	8289		0		1		1		0		0		0
AME3			0		2		2		0		0		0
AME3	8289		0		2		2		0		0		0
AME3	8310		0		1		1		0		0		0
AMEAN	8310		0		1		1		0		0		0
ATCS	8250		0		1		1		0		0		0
ATC	8278		0		1		1		0		0		0
ATC	8289		0		1		1		0		0		0
AT1	8250		0		2		2		0		0		0
AT1	8289		0		3		3		0		0		0
AT2			0		1		1		0		0		0
AT2	8278		0		3		3		0		0		0
AT2	8289		0		4		4		0		0		0
AT3			0		1		1		0		0		0
AT3	8310		0		1		1		0		0		0
ATAN	8310		0		3		3		0		0		0
AVCM	8300		0		1		1		0		0		0
AZ1	8289		0		2		2		0		0		0
AZ2	8289		0		1		1		0		0		0
AZ3			0		1		1		0		0		0
AZAN			0		1		1		0		0		0
DK2			0		1		1		0		0		0
HM2	8406		0		1		1		0		0		0
HM3	8406		0		1		1		0		0		0
IS2			0		1		1		0		0		0
MS2			0		2		2		0		0		0
MS3			0		1		1		0		0		0
MSSN			0		3		3		0		0		0
PN1			0		1		1		0		0		0
PN3			0		1		1		0		0		0
PNSN			0		1		1		0		0		0
PR3	8310		0		1		1		0		0		0

II.A.1.c. TOTAL BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

DESIG/ RATING	PNEC/SNEC PMOS/SMOS	PFYs		CFY01		FY02		FY03		FY04		FY05	
		OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL
PRAN	8310		0		1		1		0		0		0
YN2			0		1		1		0		0		0
YN3			0		2		2		0		0		0
YNSN			0		3		3		0		0		0
AN			0		32		32		0		0		0

SUMMARY TOTALS:

NAVY OPERATIONAL ACTIVITIES - TAR													
		0	0	12	103	12	103	0	0	0	0	0	0
NAVY OPERATIONAL ACTIVITIES - SELRES													
		0	0	41	162	41	162	0	0	0	0	0	0

GRAND TOTALS:

NAVY - TAR													
		0	0	12	103	12	103	0	0	0	0	0	0
NAVY - SELRES													
		0	0	41	162	41	162	0	0	0	0	0	0

II.A.4. CHARGEABLE STUDENT BILLET REQUIREMENTS

ACTIVITY, LOCATION, UIC	USN/ USMC	PFYs		CFY01		FY02		FY03		FY04		FY05	
		OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL
Flight Safety Boeing Training International, Seattle, Washington, 48839													
	NAVY	0.0		0.4		0.1		0.1		0.1		0.1	
SUMMARY TOTALS:													
	NAVY	0.0		0.4		0.1		0.1		0.1		0.1	
GRAND TOTALS:													
		0.0		0.4		0.1		0.1		0.1		0.1	

II.A.5. ANNUAL INCREMENTAL AND CUMULATIVE BILLETS

DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS	BILLET BASE	CFY01 +/- CUM	FY02 +/- CUM	FY03 +/- CUM	FY04 +/- CUM	FY05 +/- CUM
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a. OFFICER - USN

Operational Billets ACDU and TAR

1311			0	11	11	11	22	0	22	0	22	0	22
1520			0	1	1	1	2	0	2	0	2	0	2

Chargeable Student Billets ACDU and TAR

0	1	1	-1	0	0	0	0	0	0	0	0
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SELRES Billets

1311			0	38	38	38	76	0	76	0	76	0	76
2102			0	1	1	1	2	0	2	0	2	0	2
6380			0	1	1	1	2	0	2	0	2	0	2
7380			0	1	1	1	2	0	2	0	2	0	2

TOTAL USN OFFICER BILLETS:

Operational			0	12	12	12	24	0	24	0	24	0	24
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Chargeable Student			0	1	1	-1	0	0	0	0	0	0	0
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SELRES			0	41	41	41	82	0	82	0	82	0	82
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b. ENLISTED - USN

Operational Billets ACDU and TAR

ADC	8310	0	1	1	1	2	0	2	0	2	0	2
AD1	8250	0	1	1	1	2	0	2	0	2	0	2
AD1	8310	0	2	2	2	4	0	4	0	4	0	4
AD2	8250	0	2	2	2	4	0	4	0	4	0	4
AD2	8278	0	2	2	2	4	0	4	0	4	0	4
AD2	8310	0	2	2	2	4	0	4	0	4	0	4
AD3	8289	0	3	3	3	6	0	6	0	6	0	6
AD3	8310	0	2	2	2	4	0	4	0	4	0	4
ADAN	8310	0	2	2	2	4	0	4	0	4	0	4
AEC	8250	0	1	1	1	2	0	2	0	2	0	2
AE1	8278	0	1	1	1	2	0	2	0	2	0	2
AE1	8289	0	2	2	2	4	0	4	0	4	0	4
AE1	8310	0	2	2	2	4	0	4	0	4	0	4
AE2	8250	0	2	2	2	4	0	4	0	4	0	4
AE2	8289	0	3	3	3	6	0	6	0	6	0	6
AE2	8310	0	2	2	2	4	0	4	0	4	0	4
AE3	8289	0	2	2	2	4	0	4	0	4	0	4
AE3	8310	0	2	2	2	4	0	4	0	4	0	4
AK1		0	1	1	1	2	0	2	0	2	0	2

II.A.5. ANNUAL INCREMENTAL AND CUMULATIVE BILLETS

DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS	BILLET BASE	CFY01		FY02		FY03		FY04		FY05	
				+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM
AK2	8289		0	1	1	1	2	0	2	0	2	0	2
AK2	9590		0	1	1	1	2	0	2	0	2	0	2
AK3	8289		0	1	1	1	2	0	2	0	2	0	2
AMCS			0	2	2	2	4	0	4	0	4	0	4
AMC	8278		0	1	1	1	2	0	2	0	2	0	2
AM1	8278		0	1	1	1	2	0	2	0	2	0	2
AM1	8310		0	4	4	4	8	0	8	0	8	0	8
AM1	8310	9595	0	1	1	1	2	0	2	0	2	0	2
AM2	8250		0	3	3	3	6	0	6	0	6	0	6
AM2	8278		0	1	1	1	2	0	2	0	2	0	2
AM2	8289		0	4	4	4	8	0	8	0	8	0	8
AM2	8310		0	2	2	2	4	0	4	0	4	0	4
AM3	8310		0	3	3	3	6	0	6	0	6	0	6
AMAN	8310		0	4	4	4	8	0	8	0	8	0	8
AMEC			0	1	1	1	2	0	2	0	2	0	2
AME1	8289		0	1	1	1	2	0	2	0	2	0	2
AME2	8278		0	1	1	1	2	0	2	0	2	0	2
AME2	8310		0	1	1	1	2	0	2	0	2	0	2
AMEAN	8310		0	1	1	1	2	0	2	0	2	0	2
AS1	9502		0	1	1	1	2	0	2	0	2	0	2
ATCS			0	1	1	1	2	0	2	0	2	0	2
ATC			0	2	2	2	4	0	4	0	4	0	4
ATC	8250		0	1	1	1	2	0	2	0	2	0	2
AT1			0	1	1	1	2	0	2	0	2	0	2
AT1	8278		0	1	1	1	2	0	2	0	2	0	2
AT1	8310		0	2	2	2	4	0	4	0	4	0	4
AT2			0	2	2	2	4	0	4	0	4	0	4
AT2	8250		0	2	2	2	4	0	4	0	4	0	4
AT2	8278		0	1	1	1	2	0	2	0	2	0	2
AT2	8289		0	1	1	1	2	0	2	0	2	0	2
AT2	8310		0	2	2	2	4	0	4	0	4	0	4
AT3	8289		0	2	2	2	4	0	4	0	4	0	4
AT3	8310		0	2	2	2	4	0	4	0	4	0	4
AVCM	9580		0	1	1	1	2	0	2	0	2	0	2
AZ1			0	1	1	1	2	0	2	0	2	0	2
AZ2			0	2	2	2	4	0	4	0	4	0	4
AZ2	6315		0	1	1	1	2	0	2	0	2	0	2
PN2			0	2	2	2	4	0	4	0	4	0	4
PNSN			0	1	1	1	2	0	2	0	2	0	2
PR1	8310		0	1	1	1	2	0	2	0	2	0	2
RM3	2735		0	1	1	1	2	0	2	0	2	0	2
YNC			0	1	1	1	2	0	2	0	2	0	2
YN1			0	1	1	1	2	0	2	0	2	0	2
YN3			0	1	1	1	2	0	2	0	2	0	2
SELRES Billets													
ADCS			0	1	1	1	2	0	2	0	2	0	2
AD1	8250		0	2	2	2	4	0	4	0	4	0	4

II.A.5. ANNUAL INCREMENTAL AND CUMULATIVE BILLETS

DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS	BILLET BASE	CFY01		FY02		FY03		FY04		FY05	
				+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM
AD1	8278		0	1	1	1	2	0	2	0	2	0	2
AD2			0	2	2	2	4	0	4	0	4	0	4
AD3	8310		0	2	2	2	4	0	4	0	4	0	4
ADAN	8310		0	2	2	2	4	0	4	0	4	0	4
AEC			0	1	1	1	2	0	2	0	2	0	2
AEC	8250		0	1	1	1	2	0	2	0	2	0	2
AEC	8278		0	1	1	1	2	0	2	0	2	0	2
AEC	8289		0	2	2	2	4	0	4	0	4	0	4
AEC	8310		0	1	1	1	2	0	2	0	2	0	2
AE1	8289		0	1	1	1	2	0	2	0	2	0	2
AE2			0	1	1	1	2	0	2	0	2	0	2
AE2	8289		0	2	2	2	4	0	4	0	4	0	4
AE3	8310		0	2	2	2	4	0	4	0	4	0	4
AEAN	8310		0	4	4	4	8	0	8	0	8	0	8
AK2			0	1	1	1	2	0	2	0	2	0	2
AK3			0	2	2	2	4	0	4	0	4	0	4
AKAN			0	2	2	2	4	0	4	0	4	0	4
AMCS			0	2	2	2	4	0	4	0	4	0	4
AMCS	8250		0	2	2	2	4	0	4	0	4	0	4
AMC	8310		0	1	1	1	2	0	2	0	2	0	2
AM1			0	1	1	1	2	0	2	0	2	0	2
AM1	8250		0	3	3	3	6	0	6	0	6	0	6
AM1	8278		0	2	2	2	4	0	4	0	4	0	4
AM1	8289		0	1	1	1	2	0	2	0	2	0	2
AM1	8310		0	1	1	1	2	0	2	0	2	0	2
AM1	9595		0	1	1	1	2	0	2	0	2	0	2
AM2			0	4	4	4	8	0	8	0	8	0	8
AM2	8278		0	4	4	4	8	0	8	0	8	0	8
AM2	8289		0	7	7	7	14	0	14	0	14	0	14
AM2	8310		0	2	2	2	4	0	4	0	4	0	4
AM3	8289		0	4	4	4	8	0	8	0	8	0	8
AM3	8310		0	2	2	2	4	0	4	0	4	0	4
AMAN	8310		0	2	2	2	4	0	4	0	4	0	4
AME1	8250		0	1	1	1	2	0	2	0	2	0	2
AME1	8278		0	2	2	2	4	0	4	0	4	0	4
AME1	8310		0	2	2	2	4	0	4	0	4	0	4
AME2	8289		0	1	1	1	2	0	2	0	2	0	2
AME3			0	2	2	2	4	0	4	0	4	0	4
AME3	8289		0	2	2	2	4	0	4	0	4	0	4
AME3	8310		0	1	1	1	2	0	2	0	2	0	2
AMEAN	8310		0	1	1	1	2	0	2	0	2	0	2
ATCS	8250		0	1	1	1	2	0	2	0	2	0	2
ATC	8278		0	1	1	1	2	0	2	0	2	0	2
ATC	8289		0	1	1	1	2	0	2	0	2	0	2
AT1	8250		0	2	2	2	4	0	4	0	4	0	4
AT1	8289		0	3	3	3	6	0	6	0	6	0	6
AT2			0	1	1	1	2	0	2	0	2	0	2
AT2	8278		0	3	3	3	6	0	6	0	6	0	6

II.A.5. ANNUAL INCREMENTAL AND CUMULATIVE BILLETS

DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS	BILLET BASE	CFY01 +/-	CUM	FY02 +/-	CUM	FY03 +/-	CUM	FY04 +/-	CUM	FY05 +/-	CUM
AT2	8289		0	4	4	4	8	0	8	0	8	0	8
AT3			0	1	1	1	2	0	2	0	2	0	2
AT3	8310		0	1	1	1	2	0	2	0	2	0	2
ATAN	8310		0	3	3	3	6	0	6	0	6	0	6
AVCM	8300		0	1	1	1	2	0	2	0	2	0	2
AZ1	8289		0	2	2	2	4	0	4	0	4	0	4
AZ2	8289		0	1	1	1	2	0	2	0	2	0	2
AZ3			0	1	1	1	2	0	2	0	2	0	2
AZAN			0	1	1	1	2	0	2	0	2	0	2
DK2			0	1	1	1	2	0	2	0	2	0	2
HM2	8406		0	1	1	1	2	0	2	0	2	0	2
HM3	8406		0	1	1	1	2	0	2	0	2	0	2
IS2			0	1	1	1	2	0	2	0	2	0	2
MS2			0	2	2	2	4	0	4	0	4	0	4
MS3			0	1	1	1	2	0	2	0	2	0	2
MSSN			0	3	3	3	6	0	6	0	6	0	6
PN1			0	1	1	1	2	0	2	0	2	0	2
PN3			0	1	1	1	2	0	2	0	2	0	2
PNSN			0	1	1	1	2	0	2	0	2	0	2
PR3	8310		0	1	1	1	2	0	2	0	2	0	2
PRAN	8310		0	1	1	1	2	0	2	0	2	0	2
YN2			0	1	1	1	2	0	2	0	2	0	2
YN3			0	2	2	2	4	0	4	0	4	0	4
YNSN			0	3	3	3	6	0	6	0	6	0	6
AN			0	32	32	32	64	0	64	0	64	0	64

TOTAL USN ENLISTED BILLETS:

Operational	0	103	103	103	206	0	206	0	206	0	206
SELRES	0	162	162	162	324	0	324	0	324	0	324

c. OFFICER - USMC

NA

d. ENLISTED - USMC

NA

II.B. PERSONNEL REQUIREMENTS

II.B.1. ANNUAL TRAINING INPUT REQUIREMENTS

CIN, COURSE TITLE: E-C40-XXXX, C-40A Fleet Replacement Pilot Category II

COURSE LENGTH: 2.0 Weeks

TOUR LENGTH: 36 Months

ATTRITION FACTOR: Navy: 0%

BACKOUT FACTOR: 0.00

TRAINING		ACDU/TAR	CFY01	FY02	FY03	FY04	FY05
ACTIVITY	SOURCE	SELRES	OFF ENL	OFF ENL	OFF ENL	OFF ENL	OFF ENL
Flight Safety Boeing Training International, Seattle, Washington							
	NAVY	TAR	11	4	4	4	4
		SELRES	4	4	4	4	4
		TOTAL:	15	8	8	8	8

PART III - TRAINING REQUIREMENTS

The following elements are not affected by the C-40A and, therefore, are not included in Part III of this NTSP:

III.A.2. Follow-on Training

III.A.2.a. Existing Courses

III.A.2.c. Unique Courses

III.A.3. Existing Training Phased Out

Note 1: Initial training has been structured as Initial Cadre training for the first squadron only, prior to the first aircraft delivery in April 2001. Initial training has not yet been defined for subsequent squadrons and is currently under development by COMNAVAIRESFOR (N36). This information will be updated in revisions to this NTSP as it becomes available.

Note 2: Pilot follow-on training contract was awarded in January 2001 to FSBTI. A Course Identification Number (CIN) has not yet been established for this course, and "E-C40-XXXX" has been used for tracking purposes in this document only. This CIN does not exist. This information will be updated in revisions to this NTSP as it becomes available.

Note 3: COMNAVAIRESFOR (N36) is currently evaluating formal organizational level maintenance, and enlisted Aircrew follow-on training. Current planning calls for both TAR and SELRES maintenance personnel to attend formal training for attainment of the C-40A NEC per the Maintenance Training Requirements Review of March 1999. CBT will be used for refresher training. The CBT will be RFT in first quarter FY01. This information will be updated in revisions to this NTSP as it becomes available.

Note 4: C-9B Organizational Level Maintenance Technician NEC 8310 was used in place of C-40A NEC 8313 due to availability of current Activity Manning Document structure for VR-59 in the Total Force Manpower Management System. This information will be updated in the next iteration of this NTSP.

PART III - TRAINING REQUIREMENTS

III.A.1. INITIAL TRAINING REQUIREMENTS

COURSE TITLE: C-40A Cargo Loading/Configuration (Loadmaster) and Flight Attendant
COURSE DEVELOPER: FSBTI
COURSE INSTRUCTOR: FSBTI
COURSE LENGTH: 5 Days
ACTIVITY DESTINATIONS: VR-59 APO1 8278 (7)
 VR-59 APOC 8278 (3)

LOCATION, UIC	BEGIN DATE	STUDENTS		
		OFF	ENL	CIV
Seattle, Washington, 48839	Jan 01		10	Input
			0.1	AOB
			0	Chargeable

COURSE TITLE: C-40A Corrosion Control and Prevention
COURSE DEVELOPER: FSBTI
COURSE INSTRUCTOR: FSBTI
COURSE LENGTH: 5 Days
ACTIVITY DESTINATIONS: VR-59 AD 8310 (2)
 VR-59 AM (3)
 VR-59 AM 8310 (2)
 VR-59 AME 8310 (2)
 VR-59 PR (1)

LOCATION, UIC	BEGIN DATE	STUDENTS		
		OFF	ENL	CIV
Seattle, Washington, 48839	Nov 00		10	Input
			0.1	AOB
			0	Chargeable

COURSE TITLE: C-40A Crew Chief
COURSE DEVELOPER: FSBTI
COURSE INSTRUCTOR: FSBTI
COURSE LENGTH: 40 Days
ACTIVITY DESTINATIONS: VR-59 APO1 8250 (4)
 VR-59 APOC 8250 (2)
 VR-59 APOCS 8250 (2)

LOCATION, UIC	BEGIN DATE	STUDENTS		
		OFF	ENL	CIV
Seattle, Washington, 48839	Jan 01		8	Input
			0.9	AOB
			0	Chargeable

COURSE TITLE: C-40A Electrical/Avionics Systems
COURSE DEVELOPER: FSBTI
COURSE INSTRUCTOR: FSBTI
COURSE LENGTH: 35 Days
ACTIVITY DESTINATIONS: VR-59 AE 8310 (7)
 VR-59 AT 8310 (8)

III.A.1. INITIAL TRAINING REQUIREMENTS

LOCATION, UIC		BEGIN DATE	OFF	STUDENTS ENL	CIV	
Seattle, Washington, 48839		Oct 00		15 1.4 0		Input AOB Chargeable
COURSE TITLE:	C-40A Flight Attendant					
COURSE DEVELOPER:	FSBTI					
COURSE INSTRUCTOR:	FSBTI					
COURSE LENGTH:	2 Days					
ACTIVITY DESTINATIONS:	VR-59 APO1 8289 (4) VR-59 APO1 8289 (5) VR-59 APO2 8289 (2) VR-59 APO2 8289 (2) VR-59 APOC 8289 (1) VR-59 APOC 8289 (2)					
LOCATION, UIC		BEGIN DATE	OFF	STUDENTS ENL	CIV	
Fort Worth, JRB, 48839		Apr 01		8 . 0		Input AOB Chargeable
COURSE TITLE:	C-40A General Familiarization Managers Class					
COURSE DEVELOPER:	FSBTI					
COURSE INSTRUCTOR:	FSBTI					
COURSE LENGTH:	3 Days					
ACTIVITY DESTINATIONS:	VR-59 APOC (7) VR-59 APOCM 8300 (1) VR-59 APOCS (5) VR-59 Desig 1311 (8) VR-59 Desig 1520 (1) VR-59 Desig 6380 (1) VR-59 Desig 7380 (1)					
LOCATION, UIC		BEGIN DATE	OFF	STUDENTS ENL	CIV	
Seattle, Washington, 48839		Jan 01	11 0.1	13 0.1		Input AOB Chargeable
COURSE TITLE:	C-40A Mechanical and Power Plant Systems					
COURSE DEVELOPER:	FSBTI					
COURSE INSTRUCTOR:	FSBTI					
COURSE LENGTH:	25 Days					
ACTIVITY DESTINATIONS:	VR-59 AD 8310 (3) VR-59 AD 8310 (4) VR-59 AM 8310 (8) VR-59 AM 8310 (8) VR-59 AME 8310 (2) VR-59 AME 8310 (3) VR-59 PR 8310 (1)					

III.A.1. INITIAL TRAINING REQUIREMENTS

ACTIVITY DESTINATIONS: VR-59 PR 8310 (1)

LOCATION, UIC

Seattle, Washington, 48839

**BEGIN
DATE**

Jan 01

**STUDENTS
OFF ENL CIV**

15
1.0
0
Input
AOB
Chargeable

COURSE TITLE: C-40A Pilot Transition

COURSE DEVELOPER: FSBTI

COURSE INSTRUCTOR: FSBTI

COURSE LENGTH: 12 Days

ACTIVITY DESTINATIONS: VR-59 Desig 1311 (2)

VR-59 Desig 1311 (4)

VR-59 Desig 1311 (4)

VR-59 Desig 1311 (4)

**BEGIN
DATE**

Oct 00

**STUDENTS
OFF ENL CIV**

2
0.1
Input
AOB
Chargeable

COURSE TITLE: C-40A Systems Rigging

COURSE DEVELOPER: FSBTI

COURSE INSTRUCTOR: FSBTI

COURSE LENGTH: 8 Days

ACTIVITY DESTINATIONS: VR-59 TBD 8310 (6)

**BEGIN
DATE**

Oct 01

**STUDENTS
OFF ENL CIV**

6
0.1
Input
AOB
Chargeable

III.A.2. FOLLOW-ON TRAINING

III.A.2.b. PLANNED COURSES

CIN, COURSE TITLE: E-C40-XXXX, C-40A Fleet Replacement Pilot Category II
TRAINING ACTIVITY: Flight Safety Boeing Training International
LOCATION, UIC: Seattle, Washington, 48839

SOURCE: NAVY **STUDENT CATEGORY:** ACDU - TAR

CFY01		FY02		FY03		FY04		FY05		
OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	
11		4		4		4		4		ATIR
11		4		4		4		4		Output
0.4		0.1		0.1		0.1		0.1		AOB
0.4		0.1		0.1		0.1		0.1		Chargeable

SOURCE: NAVY **STUDENT CATEGORY:** SELRES

CFY01		FY02		FY03		FY04		FY05		
OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	
4		4		4		4		4		ATIR
4		4		4		4		4		Output
0.1		0.1		0.1		0.1		0.1		AOB
0.0		0.0		0.0		0.0		0.0		Chargeable

PART IV - TRAINING LOGISTICS SUPPORT REQUIREMENTS

The following elements are not affected by the C-40A and, therefore, are not included in Part IV of this NTSP:

IV.A. Training Hardware

IV.A.1. TTE / GPTE / SPTE / ST / GPETE / SPETE

IV.A.2. Training Devices

IV.B. Courseware Requirements

IV.B.2. Curricula Materials and Training Aids

IV.B.3. Technical Manuals

IV.C. Facility Requirements

IV.C.1. Facility Requirements Summary (Space/Support) by Activity

IV.C.2. Facility Requirements Detailed by Activity and Course

IV.C.3. Facility Project Summary by Program

Note 1. COMNAVAIRESFOR (N36) is currently evaluating formal organizational level maintenance, Pilot and enlisted Aircrew follow-on training. Current planning calls for both TAR and SELRES maintenance personnel to attend formal training for attainment of the C-40A NEC per the Maintenance Training Requirements Review of March 1999 and August 2000. CBT will be used for refresher training and is planned to be RFT in first quarter FY01. This information, as it becomes available, will be included in revisions to this NTSP.

Note 2. Applicable technical manuals will be furnished in commercial format with an assigned NAVAIR number to facilitate updating and maintenance of manuals. The range of manuals furnished will provide the information required supporting the C-40A organizational level maintenance program.

PART IV - TRAINING LOGISTICS SUPPORT REQUIREMENTS

IV.B. COURSEWARE REQUIREMENTS

IV.B.1. TRAINING SERVICES

COURSE / TYPE OF TRAINING	SCHOOL LOCATION, UIC	NO. OF PERSONNEL	MAN WEEKS REQUIRED	DATE BEGIN
C-40A Cargo Loading/Configuration (Loadmaster) and Flight Attendant	Seattle, Washington, 48839	TBD	TBD	Jan 01
C-40A Corrosion Control and Prevention	Seattle, Washington, 48839	TBD	TBD	Nov 00
C-40A Crew Chief	Seattle, Washington, 48839	TBD	TBD	Jan 01
C-40A Electrical/Avionics Systems	Seattle, Washington, 48839	TBD	TBD	Oct 00
C-40A Flight Attendant	Fort Worth, JRB, 48839	TBD	TBD	Apr 01
C-40A Flight Attendant	Fort Worth, JRB, 48839	TBD	TBD	Apr 01
C-40A General Familiarization Managers Class	Seattle, Washington, 48839	TBD	TBD	Jan 01
C-40A Mechanical and Power Plant Systems	Seattle, Washington, 48839	TBD	TBD	Jan 01
C-40A Mechanical and Power Plant Systems	Seattle, Washington, 48839	TBD	TBD	Oct 00
C-40A Pilot Transition	Seattle, Washington, 48839	TBD	TBD	Apr 01
C-40A Pilot Transition	Seattle, Washington, 48839	TBD	TBD	Mar 01
C-40A Pilot Transition	Seattle, Washington, 48839	TBD	TBD	Feb 01
C-40A Pilot Transition	Seattle, Washington, 48839	TBD	TBD	Oct 00
C-40A Systems Rigging	Seattle, Washington, 48839	TBD	TBD	Oct 01

PART V - MPT MILESTONES

COG CODE		MPT MILESTONES	DATE	STATUS
DA	Began analysis of manpower, personnel, and training requirements	FY 97	Completed	
DA	Developed Initial NTSP	May 98	Completed	
TSA	Developed Preliminary draft NTSP	Feb 99	Completed	
OPO	Program manpower and training resource requirements	FY 99	Completed	
TSA	Developed Draft NTSP	Dec 99	Completed	
TSA	Promulgated Draft NTSP to ALCON for review and comment	Jan 00	Completed	
TSA	Began Training Services	Oct 00	Completed	
TSA	Began Initial Training	Oct 00	In-Work	
DA	Develop and promulgate C-40A ALSP	Mar 01	In-Work	
TSA	Deliver CBT materials	Mar 01		
TSA	Proposed NTSP submitted to OPNAV	Mar 01	Pending	
DA	Achive NSD	Apr 01		
DA	Begin Fleet Introduction	Apr 01		
DA	Develop and promulgate C-40A Maintenance Plan	Apr 01		
DCNO (MPT)	Approve and promulgate NTSP.	May 01		
	Establish C-40A NEC	FY 01	Pending	
TSA	Begin Follow-on Training	Oct 01		

PART VI - DECISION ITEMS / ACTION REQUIRED

DECISION ITEM OR ACTION REQUIRED	COMMAND ACTION	DUE DATE	STATUS
Establish Activity Manpower Document for C-40A	CNO N12	FY00	Pending – Past Due
Establish C-40A O Level Maintenance Technician NEC	NAVMAC 12	Jan 00	Completed
Approve C-40A O Level Maintenance Technician NEC	CNO N132	Jan 00	Completed
Establish C-40A Crew Chief NEC	NAVMAC 12	Jan 00	Completed
Endorse C-40A Crew Chief NEC	CNO N889	Jan 00	Completed

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SUMMARY OF COMMENTS

ON THE

C-40A AIRCRAFT

DRAFT NAVY TRAINING SYSTEM PLAN

OF MARCH 2000

N88-NTSP-A-50-9901/D

AND

PROPOSED NAVY TRAINING SYSTEM PLAN

OF JULY 2000

N88-NTSP-A-50-9901/P

Prepared by: PRC Jeffrey W. Dronenburg, AIR-3.4.1
Contact at: (301) 757-9196
Date submitted: 12 July 2000
Date modified: 17 October 2001

**COMMENTS / RECOMMENDATIONS ON THE
C-40A AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

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**COMMENTS / RECOMMENDATIONS ON THE
C-40A AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

ACTIVITY NAME: Chief of Naval Operations (N789K)

COMMENT: Part I, paragraph H.4. Training Concept.

Recommend changing “organizational maintenance” to “organizational level maintenance”.

INCORPORATED: YES

REMARKS: None

COMMENT: Part I

Recommend global replacement of CBT with Interactive Multimedia Instruction (IMI).

INCORPORATED: NO

REMARKS: CBT is a widely used and commonly understood, standard acronym for electronic format training modules. Changing the acronym to IMI, where perhaps more accurate and descriptive, would lead to confusion. This change should be incorporated in NTSPs when the terminology change is incorporated in the TRPPM.

COMMENT: Part I, paragraph I.1.c, third paragraph

Recommend changing Electronic Classrooms (ECR) to Automated Electronic Classrooms (AEC).

INCORPORATED: NO

REMARKS: This recommendation does not reflect the current training philosophy for AMTCS. The NTSP documents the current status of the training system and addresses approved training requirements. When the fleet need becomes an approved requirement the assigned PMA205 aircraft or equipment APM(TS) will POM for and procure the appropriate training solution. The PMA205 APM(TS) will also be responsible for updating the NTSP via AIR 3.4.1.

COMMENT: Part I, paragraph H.4.b.

Recommend incorporating information available on the planned level of IMI (CBT) and the planned number of hours.

INCORPORATED: NO

REMARKS: The C-40A training concept has not yet been developed to the point where this information can be accurately incorporated into the NTSP.

**COMMENTS / RECOMMENDATIONS ON THE
C-40A AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

ACTIVITY NAME: Chief of Naval Operations (N789H4)

COMMENT: Page i, last paragraph, lines 4 and 5, Executive Summary.

Change as follows: ...per Maintenance Training Requirements Reviews (MTRR) of March 1999 and August 2000.

INCORPORATED: YES

REMARKS: Incorporated globally where applicable.

COMMENT: Page I-3, Para H, sub-para 2, last sentence.

Why is there no minimal Intermediate level maintenance support? NDI? Test and check?, etc.

RECOMMENDATION: Include some I-Level maintenance functions.

INCORPORATED: NO

REMARKS: Validated NTSP with PMA205 and addressed comments with originator.

COMMENT: Page I-5 (first para), Para 4.

Delete: Reserve Job Qualification Requirements (RJQR) syllabus will be developed by the Commander, Naval Air Reserve Force (COMNAVAIRESFOR) and will be based on daily, weekly, and monthly aircraft discrepancies to ensure that Naval Reserve developed in-house training meets training requirements.

Change as follows: SELRES and TAR personnel will attend school for NEC 8313. NAMP covers “wing developed OJT training syllabus”.

INCORPORATED: YES

REMARKS: Reworded comment insertion as follows:

“SELRES and TAR personnel will attend the appropriate rating specific course for award of NEC 8313. Specific guidelines for NEC attainment are contained in NAVPERS 18068F Volume II, Chapter IV, Navy Enlisted Classifications. Requirements for Reserve Job Qualification Requirements and On-the-Job Training syllabus developed by COMFLELOGSUPPWING are detailed in the Naval Aviation Maintenance Program, OPNAVINST 4790.2G.”

**COMMENTS / RECOMMENDATIONS ON THE
C-40A AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

COMMENT: Page I-5, (third para), Para 4, subpara a, sub-subpar 2, line 7.

Delete: Initial training will be sufficient for students to pursue and complete FAA A&P testing and licensing on their own initiative.

Discussion: Initial training does not allow an individual to pursue testing. Individual must have 30 months experience (per FAR, Part 65.77) or have completed a FAR Part 147 school in order qualify for the FAA, A&P written and oral/practical examinations.

Currently, a multi-service initiative, in conjunction with the FAA, is pursuing DoD, A&P Certification Program. The program, once approved, will provide the service member with a Qualification and Training Package (QTP) that documents all formal school training and experience. Ultimately, a service member will qualify for the A&P written test as well as the Oral & Practical Exam by submitting a completed QTP to a Flight Standard District Office (FSDO) Designated Maintenance Examiners. The anticipate Program approval date November 2000.

INCORPORATED: YES

REMARKS: Deleted all references to referenced comment.

COMMENT: Page I-11, para b, line 5 (and through out the entire NTSP, pages III-1, IV-1)

Delete: CBT will be used for proficiency training.

Change as follows: CBT will be used for **refresher** training.

INCORPORATED: YES

REMARKS: None

COMMENT: Page I-13, para d

Delete: Entire para. There will not be any formal training pipelines...and On-the-Job Training (OJT) conducted at the squadrons.

Change as follows: There will be formal training. Refer to C-9/C-20/C-40 MTRR minutes from the March 1999 and August 2000 MTRRs.

INCORPORATED: YES

REMARKS: Rewrote paragraph with input from CNRF 721 and source data from referenced MTRR's.

**COMMENTS / RECOMMENDATIONS ON THE
C-40A AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

COMMENT: Page I-14, para 1, sub-para c, sub-sub-para 3, 1st line.

Delete: OPNAV (H889H). Replace with (COMNAVAIRESFOR N7)

INCORPORATED: YES

REMARKS: None

COMMENT: Page I-16, para M (see table)

Delete: C-9B/DC-9 Logistics Aircraft (R-50-9402) status: Approved Jun 94. Wrong.

Discussion: NTSP is currently under revision per Michael Mancini (PMA205-3F)

INCORPORATED: NO

REMARKS: The NTSP reflects only the current official status of other documents obtainable from official sources. Added the following note after the referenced table: “*Note: NTSP R-50-9402 is currently under revision. Changes to document status will be reflected in future updates to this NTSP.” Also added the following sentence after the paragraph header: “Current NTSP documents can be downloaded online from http://www.avtechtra.navy.mil/ntsp_catalog.htm.”

COMMENT: Page II-3, VR-58, 53911, FY02 Increment

Change 1520 to 1527 on the following pages II-3, II-6, II-10 and elsewhere.

Discussion: AMDO designator for all Reserve VR SQNs is 1527 **not** 1520.

INCORPORATED: NO

REMARKS: Added the following note to pages I-9 and II-1: “**Note:** The Aerospace Engineering Duty Officer, Aircraft Maintenance billet is listed as Officer Designator Code 1520 on VR Squadron AMDs in the Total Force Manpower Management System, which is the source database for all NTSP documents. 1520 is used in place of 1527 throughout all sections of this document as a result.”

COMMENT: Page VII-1

Delete: MGYSgt Ken Gravatt as NTSP Mgr (formerly CNO, N89H6).

INCORPORATED: YES

REMARKS: Also, updated Part VII to reflect LCDR Matthew Browning as the C-40A Training Policy Manager, (CNO N789H4).

**COMMENTS / RECOMMENDATIONS ON THE
C-40A AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

COMMENT: Page I-15, paragraph H.4.d.

Establishment of a formal training pipeline for Navy Enlisted Classification (NEC) Code 8313. Currently, CNARF (N7) has initiated a solicitation to contract training for maintenance personnel the projected contract award date is prior to the end of May 2001.

INCORPORATED: NO

REMARKS: Comment received in letter Ser N789H3/1U656158 dated 4 May 2001. Contacted comment originator. Status of training pipeline for NEC 8313 has not yet changed, and contract has not yet been awarded. Comment redacted with concurrence of originator (N789H3).

COMMENT: Page I-5 (para 4. Training concept)

Per the OPNAVINST 1500.76, incorporate a statement requiring a Training Effectiveness Evaluation (TEE) to be conducted 6 months after the first use of course or after the second course session, whichever occurs later.

INCORPORATED: YES

REMARKS: Comment received in letter Ser N789H3/1U656158 dated 4 May 2001. Incorporated consistent with C-9B and C-20D/G NTSPs.

COMMENT: Page i

Modify C-40A NTSP Number to reflect N78-NTSP-A-50-9901/P vice N88-NTSP-A-50-9901/P. Affect global change to C-9/C-20/C-40 NTSPs where applicable.

INCORPORATED: YES

REMARKS: Comment received via E-mail in comments to C-9B NTSP. Incorporated globally where applicable.

**COMMENTS / RECOMMENDATIONS ON THE
C-40A AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

COMMENT: page VII-1

Add:

CAPT David Mahoney	COMM:	(703) 601-1872
Head, Reserve Air Logistics Programs	DSN:	329-1872
CNO, N0955F	FAX:	(703) 601-0561
mahoney.david@hq.navy.mil		
(Affect global change to C-9/C-2-/C-40 NTSPs)		

INCORPORATED: YES

REMARKS: Comment received via E-mail in comments to C-9B NTSP.

COMMENT: page VII-1

For LCDR Matthew Browning: Change as follows: Replace N789H4 with N789H3.
(Affect global change to C-9/C-20/C-40 NTSPs)

INCORPORATED: YES

REMARKS: Comment received via E-mail in comments to C-9B NTSP.

COMMENT: page VII-1

Delete: CDR David Montgomery and accompanying information:

Change as follows:

CAPT Peter Spaulding	COMM:	(703) 604-7727
Coordinator for NAVAIRES Programs	DSN:	664-7727
CNO, N78R	FAX:	(703) 604-6969
spaulding.peter@hq.navy.mil		
(Affect global change to C-9/C-20/C-40 NTSPs)		

INCORPORATED: YES

REMARKS: Comment received via E-mail in comments to C-9B NTSP.

**COMMENTS / RECOMMENDATIONS ON THE
C-40A AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

ACTIVITY NAME: Chief of Naval Operations (N955F)

COMMENT: Page i, first paragraph, Executive Summary.

It is critical that the mission be correctly stated. These aircraft provide direct support to the Fleet. They are not meeting "Naval Reserve" requirements.

The C-40A aircraft will be a modified Boeing 737-700C. The C-40A will fulfill U. S. Navy fleet essential airlift requirements by providing medium lift, intra-theater transportation of passengers, cargo, or a combination of both. The C-40A is being procured as a replacement for the Naval Reserve's C-9B and DC-9 aircraft. Currently, five C-40As are under contract with deliveries beginning in FY-01. The first squadron to transition to the C-40A will be VR-59, located at NAS JRB Ft. Worth, TX and the second will be VR-58, located at NAS Jacksonville, FL. Two additional aircraft were included in the FY-01 budget across the Future Years Defense Plan. Additional aircraft are expected in the POM-02 budget.

INCORPORATED: YES

REMARKS: None

COMMENT: Part I - Technical Program Data, paragraph C, Page I-1.

Training Agency.....COMNAVAIRESFOR (N7)

Training Support Agency.....NAVAIRSYSCOM (PMA205)
COMFLELOGSUPPWING

INCORPORATED: YES

REMARKS: None

COMMENT: Part I, paragraph C, Page I-1.

Type Commander.....COMNAVAIRESFOR
(delete "Commander, Reserve Program Manager")

INCORPORATED: NO

REMARKS: It is the intent of the NTSP to identify the Program Manager, not the Type Commander, even though these are one in the same command in this case.

**COMMENTS / RECOMMENDATIONS ON THE
C-40A AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

COMMENT: Part I, paragraph D, Page I-1.

The C-40A aircraft, hereafter referred to as the C-40A, will be a modified Boeing 737-700C. The C-40A (World Wide Web: http://www.boeing.com/news/releases/2000/photorelease/photo_release_000117n.htm) will fulfill U. S. Navy fleet essential airlift requirements by providing medium lift, intra-theater transportation of passengers, cargo, or a combination of both. The C-40A is being procured as a replacement for the Naval Reserve's C-9B and DC-9 aircraft. Currently, five C-40As are under contract with deliveries beginning in FY-01.

INCORPORATED: YES

REMARKS: None

**COMMENTS / RECOMMENDATIONS ON THE
C-40A AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

ACTIVITY NAME: Commander, Naval Air Reserve Force (N386)

COMMENT: Page I-3, paragraph H. Concepts, second paragraph

“The C-40A crew will consist of a Pilot, Co-pilot, Crew Chief, Loadmaster, and two or three Flight Attendants. The enlisted aircrew's Navy Enlisted Classifications (NECs) will remain the same during the transition from C-9B and DC-9 aircraft to the C-40A. C-40A specific NEC for Crew Chief has been requested and is currently awaiting approval. They are listed as 82XX throughout this NTSP, and will be updated in future revisions. The table below depicts the enlisted Aircrew's position title, NEC, and source ratings.”

INCORPORATED: YES

REMARKS: Changes reflect NEC 8313 assignment, and removal of 83XX.

COMMENT: Page I-4, paragraph H. Concepts, 2.a.

Third sentence change NEC 83XX to 8313 as this has been approved for the maintenance NEC.

INCORPORATED: YES

REMARKS: Changes incorporated globally.

COMMENT: Page I-13, paragraph I. Onboard Training 1. c. second paragraph.

Change second sentence of second paragraph to read as follows:

CBT for the technicians in the FLEET in the form of Interactive Courseware (ICW) with Computer Managed Instruction (CMI) is not applicable. CNARF/C40 squadrons will not utilize CAI and CNARF does not have a schoolhouse.

INCORPORATED: YES

REMARKS: Modified to read, “Computer Aided Instruction (CAI) for the schoolhouse is not applicable to the C-40A Aircraft program.” with concurrence of class desk.

COMMENT: Page I-15, paragraph K. Schedules, paragraph one.

Delete last two sentences.

DELETE Initial Operational Capability is anticipated upon delivery of the first aircraft in April 2001. Full Operational Capability is anticipated in April 2002.

INCORPORATED: NO

REMARKS: Sentences are required elements of an NTSP.

**COMMENTS / RECOMMENDATIONS ON THE
C-40A AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

COMMENT: Page I-15, paragraph K. Schedules, paragraph 2. Change to read as follows:

2. READY FOR OPERATIONAL USE SCHEDULE. Each C-40A squadron will be ready for Initial Operational Capability one month after delivery of the first aircraft according to the following table. Full Operational Capability is anticipated 12 months after delivery of the first aircraft.

INCORPORATED: NO

REMARKS: Modified paragraph to read, "Each C-40A aircraft will be Ready For Operational Use within one month after delivery according to the following table." Modified table to emphasize aircraft data to alleviate confusion between squadron and aircraft operational capability.

COMMENT: Part VII, Points of Contact, page VII-1.

Change CAPT Stephen McMullin to read:
CDR Kevin Sinnett
sinnett.kevin@hq.navy.mil

INCORPORATED: YES

REMARKS: None

COMMENT: Part VII, Points of Contact, page VII-1.

Change MAJ Kenneth Clark to read:
MAJ Tony Howard
howard.tony@hq.navy.mil

INCORPORATED: YES

REMARKS: None

COMMENT: Part VII, Points of Contact, page VII-1.

Change CAPT Jack McCorkle to read:
CAPT Mike C. Fralen
fralenmc@navair.navy.mil

INCORPORATED: YES

REMARKS: None

**COMMENTS / RECOMMENDATIONS ON THE
C-40A AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

COMMENT: Part VII, Points of Contact, page VII-1.

Change CDR Bill Vaughn to read:
CDR Rey Consungi
airn36@cnrf.nola.navy.mil

INCORPORATED: YES

REMARKS: None

COMMENT: Part VII, Points of Contact, page VII-1.

Change Mr. A. Doug Leonard to read:
Mr. Kenneth Coe
kenneth.coe@PSS.boeing.com

INCORPORATED: YES

REMARKS: None

**COMMENTS / RECOMMENDATIONS ON THE
C-40A AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

ACTIVITY NAME: Commander, Naval Air Force, U.S. Pacific Fleet (N422F)

COMMENT: Page I-9 (prerequisite) lines 21-24 and Page I-11 (Skill Identifier) and Page III-3 (Activity Designations for the C-40A General Familiarization Managers Class).

Officer designators listed are incomplete.

Recommendation: Should read 131X vice 1311, 152X vice 1520, 638X vice 6380 and 738X vice 7380.

INCORPORATED: NO

REMARKS: The NTSP should identify specific designators. A generic designator (e.g. 131X) is used for new programs when a new designator has been requested, but has not yet been approved. The designators used in the NTSP were derived from VR-59's AMD, and are the only ones used in the C-40A manning plan. Updated Skill Identifier table on page I-11 to include all 131X series designators listed in the previous section (i.e. 1315, 1317).

COMMENT: Page I-13, paragraph 4.d.

This paragraph is incorrect.

Recommendation: CHANGE this paragraph to reflect action items for establishment of Training Pipelines outlined in page 5 of enclosure (1).

INCORPORATED: NO

REMARKS: See comments from CNO N889H4.

COMMENT: Page IV-1, Note (1) line 2 and 3.

Not feasible for SELRES Personnel to attain a C-40A NEC by attending formal training. MTRR minutes referred to in this note does not reflect your statement.

Recommendation: CHANGE note to say that C-40A NEC may be OJT awardable to SELRES Personnel.

INCORPORATED: NO

REMARKS: This note is consistent with page I-10, paragraph 4.b Follow-on Training. SELRES Personnel will be awarded the C-40A NEC 8313 upon completion of RJQR and formal training per CNRF (N386).

**COMMENTS / RECOMMENDATIONS ON THE
C-40A AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

COMMENT: Page VII-3.

Does not reflect TYCOM.

Recommendation: ADD

LCDR Rudolph Chavez COMM: (619) 545-1574
COMNAVAIRPAC Maintenance Training DSN: 735-1574
chavez.rudolph.c@cnap.navy.mil FAX: (619) 545-1483

INCORPORATED: NO

REMARKS: COMNAVAIRRESFOR (N36) is the TYCOM for the C-40A program, and is listed in Part VII. No programmatic information was derived from CNAP(N422) in the drafting of this NTSP.

**COMMENTS / RECOMMENDATIONS ON THE
C-40A AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

ACTIVITY NAME: Naval Air Systems Command (AIR 3.1.4)

COMMENT: Page i, first paragraph, sixth line, Executive Summary, and page I-2, second line.

“Funding has been provided in FY00, FY02, and FY05 for three additional aircraft.”
Partial funding has been provided in FY00 and POM’d in FY02 and FY05.

INCORPORATED: NO

REMARKS: Incorporated CNO (N955F) comments with (AIR 3.1.4) concurrence.

COMMENT: Page i, last paragraph, fourth line, Executive Summary

“Computer Based Training (CBT) will be used for proficiency training.” No money has been allocated for CBT.

INCORPORATED: NO

REMARKS: CBT funding has been allocated for 79 modules per CNRF (N386) as of 6 July 2000.

COMMENT: Page iii, List of Acronyms

Add: CLF, Contractor Logistics Facility

INCORPORATED: YES

REMARKS: None

COMMENT: Page iv, List of Acronyms.

Delete: OSS, On-Site Storeroom

INCORPORATED: YES

REMARKS: None

COMMENT: Page I-4, paragraph a., second to last line.

Change On-Site Storeroom (OSS) to Contractor Logistics Facility (CLF).

INCORPORATED: YES

REMARKS: None

**COMMENTS / RECOMMENDATIONS ON THE
C-40A AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

COMMENT: Page I-4, paragraph c., first line.

Rewrite to read, "Depot level maintenance actions are those requiring major repair/overhaul..."

INCORPORATED: YES

REMARKS: Modified to read, "...requiring major repair, overhaul..."

COMMENT: Page I-5, paragraph 4.a., second paragraph, seventh line.

"Training will be sufficient for students to complete FAA A&P testing and licensing; however, licenses will not be awarded." Why not?

INCORPORATED: YES

REMARKS: Modified paragraph to avoid confusion and speculation. The sentence was intended to clarify the training concept scope, since the contracted civilian training program for the C-40A is "based on the FAA system of aircraft maintenance technicians being Airframes and Powerplants (A&P) certified", and would be sufficiently exhaustive to prepare students for FAA A&P licensing. However, since licensing is a function of the FAA, the contractor cannot award a license upon course completion. Further, it is not the objective of a Navy training program to confer civilian licenses, certificates, or degrees on military personnel upon completion of a Navy training course, including contracted courses. Nothing precludes students from pursuing FAA A&P Licensing on their own initiative upon course completion.

COMMENT: Page I-10, C-40A Mechanical and Power Plants Systems.

RFT Date states October 2, 2000. PMA letter dated 30 June 1999 states RFT date of 8 January 2001.

INCORPORATED: YES

REMARKS: Milestone has passed. Course is now available and is listed as such in the Proposed NTSP edition.

COMMENT: Page I-11, paragraph b., fifth line.

"CBT will be used for proficiency training. The CBT will be RFT in first quarter FY01." During PMR 4-6 April, PMA207M stated that there is no money to buy CBT.

INCORPORATED: NO

REMARKS: CBT funding has been allocated for 79 modules per CNRF (N386) as of 6 July 2000.

**COMMENTS / RECOMMENDATIONS ON THE
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COMMENT: Page I-13, paragraph d, third line.

“... or a combination of self-paced CBT and On-the-Job Training...” No money to buy CBT, refer above.

INCORPORATED: NO

REMARKS: CBT funding has been allocated for 79 modules per CNRF (N386) as of 6 July 2000.

COMMENT: Page I-13, paragraph I.1.a, first line.

“...TAR personnel will use the same CBT system that will be procured...” No money to buy CBT, refer above.

INCORPORATED: NO

REMARKS: CBT funding has been allocated for 79 modules per CNRF (N386) as of 6 July 2000.

COMMENT: Page I-14, paragraph J.5, first line.

Replace OSS with CLF.

INCORPORATED: YES

REMARKS: None

COMMENT: Page I-15, paragraph K.2, third line.

“VR-58 will continue operating C-9B aircraft until completion of C-40A transition in FY07.”

Is this true? Logistics nightmare! Two contractors supporting different aircraft in the same space. Why is VR-58 not getting rid of all C-9 aircraft like VR-59 is going to do?

INCORPORATED: YES

REMARKS: Sentence deleted, table and paragraph modified per CNRF (N386) comments.

**COMMENTS / RECOMMENDATIONS ON THE
C-40A AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

COMMENT: Page III-1, Note 2, third line, and page IV-1, Note 1, third line.

“CBT will be used for proficiency training. The CBT will be RFT in first quarter FY01.”
During PMR 4-6 April, PMA207M stated that there is no money to buy CBT.

INCORPORATED: NO

REMARKS: CBT funding has been allocated for 79 modules per CNRF (N386) as of 6 July 2000.

COMMENT: Page VII-1.

Replace MAJ Kenneth Clark with MAJ Tony Howard.
Replace CAPT Jack McCorkle with CAPT Mike Fralen.

INCORPORATED: YES

REMARKS: See CNRF (N386) comments.

**COMMENTS / RECOMMENDATIONS ON THE
C-40A AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

ACTIVITY NAME: Naval Aviation Maintenance Training Group (HQ/CIS)

COMMENT: None

The subject plan was reviewed, and there are no comments or recommendations that we feel need to be added.

INCORPORATED: NA

REMARKS: None